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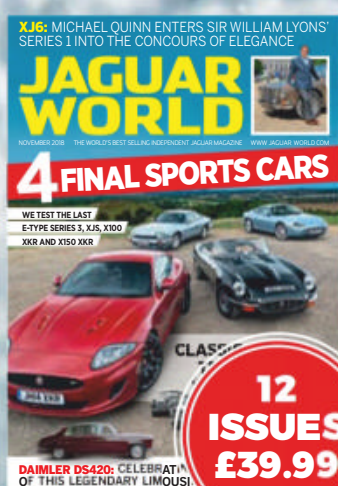
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TAKE CARE ON THE ROADS



▲ Militant gritter.

I must start this month, with the very sad news that we recently lost a regular contributor to the magazine; Alan Barnes. I only knew Alan via emails and by reading his excellent features, but a couple of associates who did know Alan are putting together a tribute which will go in next month's *Heritage Commercials*. We have Alan's final feature in this month about the ubiquitous dustcart.

Now we are in winter and as the picture above would suggest, this is the time of year to drive with extreme caution, but if the worst does happen and you end up having to make a claim please read your letter carefully before presenting your case as obviously the people involved below didn't. Here are

some funny insurance claims to bring a smile to your face during the dark winter evenings. Roll on springtime.

"I was on my way to see an unconscious patient who had convulsions and was blocked by a tanker."

"I collided with a stationary truck coming the other way."

"A truck backed through my windshield into my wife's face."

"I started to slow down but the traffic was more stationary than I thought."

"The accident happened because I had one eye on the lorry in front, one eye on the pedestrian and the other on the car behind."

"No one was to blame for the accident but it would never have happened if the

other driver had been alert."

"I had been driving for 40 years when I fell asleep at the wheel and had an accident."

As this magazine is out before the festivities, may I wish all contributors, advertisers, readers and all those involved in putting this excellent magazine together a very merry Christmas and a happy and healthy New Year.

Enjoy the rest of the mag

Charlie Waters

CHARLIE WATERS,
Editor

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It may have started life in the glitzy motor sport world as part of the Tom Walkinshaw Racing set-up, but as soon as Stuart 'Diesel' Dickson clapped eyes on the 1984 Leyland Roadtrain, then he knew it was destined to be painted in the stunning traditional livery of DC McWalter. Bob Tuck travels to Fife to hear the story.

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The operation of Russell of Bathgate was a well-known sight on our roads for many years. However, in 1985, its Transport Development Group owners decided to close it down and all its vehicles were then repainted and distributed around other TDG concerns. One of Russell's employees was Alan McNally. And keeping the memory alive of this well-known concern has become something of a personal crusade. Bob Tuck hears his Russell story.

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You really cannot beat a tired and worn old workhorse. It shows that throughout life there has been-and still will be jobs to be done and that often requires a classic commercial built

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The season finished with a flourish, despite heavy rain causing havoc in this part of the county. However, the Newark Vintage Tractor & Heritage Show came through on 9-10 November with a successful weekend says Peter Love.

56 NEC Classic Motor Show

There was a stunning array of machinery to admire at clearly Europe's biggest and best classic motoring show event held over 8-10 November 2019 at the NEC Birmingham as more than 70,000 visitors witnessed, says Peter Love.

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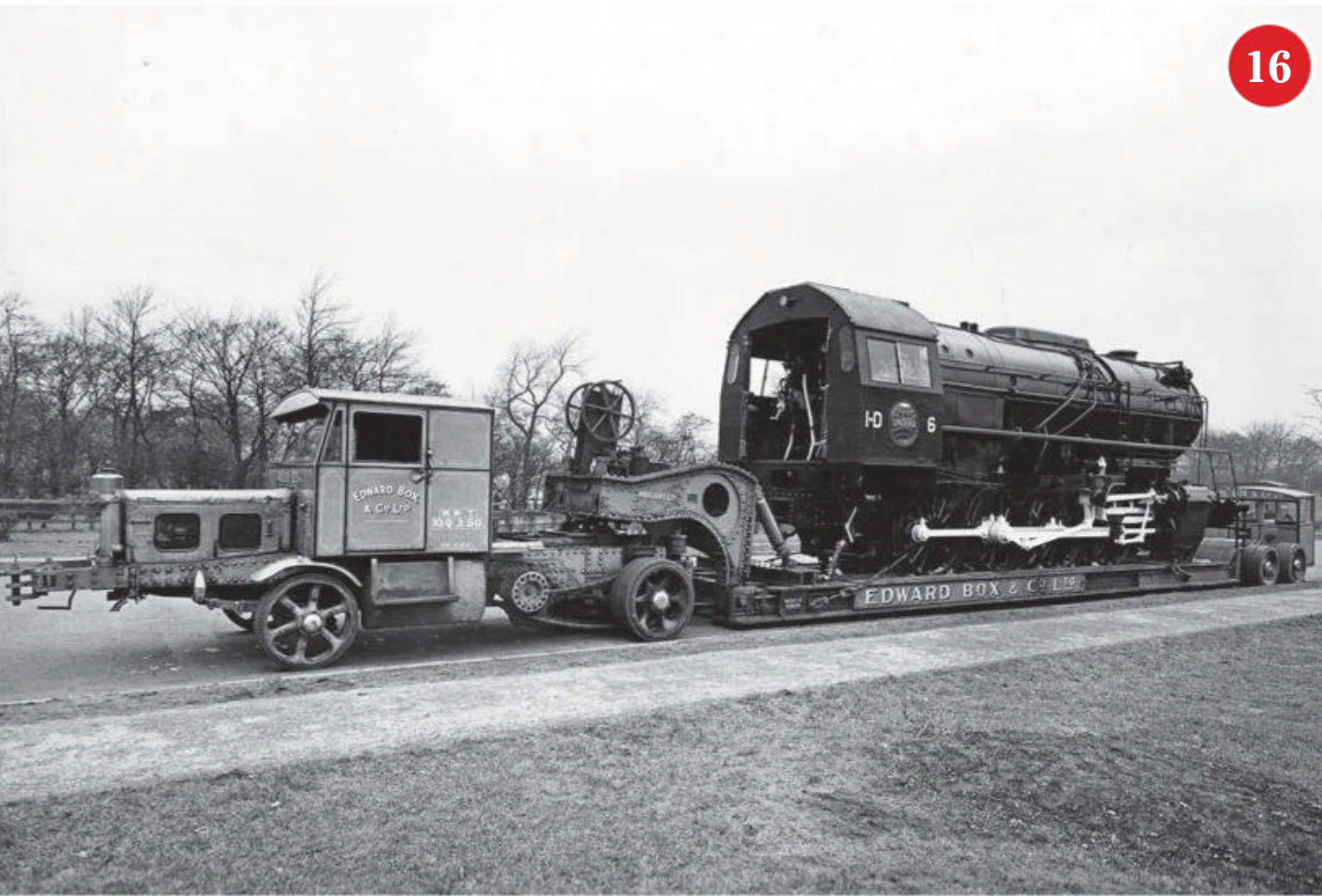
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RACING CERTAINTY

It may have started life in the glitzy motor sport world as part of the Tom Walkinshaw Racing set-up but as soon as Stuart ‘Diesel’ Dickson clapped eyes on the 1984 Leyland Roadtrain, then he knew it was destined to be painted in the stunning traditional livery of DC McWalter. Bob Tuck travels to Fife to hear his story and of course get a ride and drive of his tremendous slice of transport heritage.

You’ll like this – it’s a good one. We thought we’d heard it all but hand on heart, we reckon you’ll never guess where A639 OUD spent a chunk of its life – and how the heck it was discovered. Yes, we’ve heard all manner of ‘barn find’ stories or even tales of wrecks dragged out of hedges to be rebuilt into time warp stunners. We’ve even told you about a special version of Atkinson cab being shipped across the world from Australia just so it can re-create a piece of Yorkshire transport folk-lore, but we reckon the story to this Roadtrain just takes the biscuit.

In the ‘80s, the top of the range Leyland T45 model could be seen here, there and everywhere as this 4x2 32/38 tonner was a favoured workhorse for many. However, 40 years on, they are something of a collector’s

item on the preservation scene and we imagine, that Roadtrain devotees across the land regularly surf the net hoping they might encounter such an offering for sale. But don’t give up, because the huge grin on Diesel Dickson’s face will tell you that like him, you might win the lottery and discover your own dream of a machine.

In fairness, Diesel – the nickname has been part of his life since he was a teenager – would never have thought of searching the Swedish equivalent of e-bay for such a UK registered machine. The accolade for taking such an avenue goes to David Beatt who earns a crust by operating a specialist drilling concern in Sweden.

But to understand why such a business man is linked to a Scottish based long-distance

truck driver, then you’ll have to head for the Swedish sounding settlement of Balmullo – which is actually in northern Fife – and trace the housing estate known as McWalter’s Fields to understand how the Beatt / Dickson combo got together.

Paper Mate

Birth place for Diesel was to be in Tayport which is just across the Firth of Tay from Dundee. Although his parents Ella and Eck (Helen and Alexander) later sent him to the ‘Big’ school at St Andrews, Diesel recalls he’d rather sit alongside his dad than sit in a classroom: “Dad drove for David Charles McWalter for 35 years,” he says, “and started on a small Leyland Cub. They were never the biggest of firms – they probably ran about eight lorries at their peak on general haulage – but as a youngster, their wagons and road transport was all I ever thought about.”

Riding shotgun was normal for many who had a parent as a wagon driver but Diesel had to take his turn as he had four brothers who all wanted to ride in the cab: “Dad normally just drove a four wheeler as he never really liked the artics as they’d bend in the middle. A normal day run was taking waste paper – collected from around Fife – up to the paper

▼ Just prior to our visit, Diesel had just taken delivery of this period tandem axle Scammell semi-trailer which shows off the roping and sheeting talents of good mate Alan Forbes.



Words: Bob Tuck.
Photos: Bob Tuck unless stated

1984 LEYLAND ROADTRAIN



▲ Sharing this moment is possibly the next generation of the Dixon dynasty of truck drivers – grand children Jayden and Caleb Walker – who of course share the same style of DC McWalter Team T45 shirts. *Photo: Diesel Dickson collection.*

mill at Muggie Moss in Aberdeen and then getting a 10-ton back load of pulp from Montrose back down to Guard Bridge Paper. I loved that routine and I remember how he always preferred to run the quieter coast road.”

Diesel recalls his dad used to cycle the six miles to work as the DC McWalter base was in nearby Balmullo: “It was mainly day work but one long distance run he did was taking some processed timber to Campbeltown on the Mull of Kintyre. Back then it was a three day run and he’d have two nights out in digs.”



▲ The ‘Wee Eck’ plate on the grille of this Clydesdale denotes that Diesel’s dad drove this particular Leyland four wheeler. Eck drove at DC McWalter for 35 years. *Photo: Diesel Dickson collection.*



◀ Tom Walkinshaw at the front and Diesel’s Roadtrain – at the back left – share this stunning shot with the rest of the TWR team. Ex Leyland marketing man Tony Pain reckons this was taken about ‘87 or ‘88 when TWR were classed as WRC champions. TWR were to also go on and win their first Le Mans 24 Hours in ‘88. *Photo: Diesel Dickson collection.*



▲ Transported about 800 miles from northern Sweden, the Roadtrain is seen in David Beatt’s workshop where it was first worked on by Diesel, David and Stephen Gardner. Hardest job was to remove the windscreen in one piece to fix the cab roof corrosion. *Photo: Diesel Dickson collection.*



▲ Seen on the back of David's Scania eight wheeler, the Roadtrain is ready for its trip back to the UK. Its original cab top deflector / air kit is seen behind the cab but Diesel was to find a new home for this.

Photo: Diesel Dickson collection.



▲ 25th April 2016 sees the Roadtrain arrive at the premises of Ladybank Commercial Refurb in Fife prior to its transformation into a stunning head turner. *Photo: Diesel Dickson collection.*

Diesel's love of all this wagon action prompted his dad to nickname him 'Diesel Dickie' so no surprise that became his handle when he later got on the CB airwaves – and the 'Diesel' part of that name has stuck with him ever since. On leaving school, he was too young to drive wagons so he joined the travelling pipe-line installation scene and at first was fetching and carrying before moving onto plant – driving anything and everything all over the place. When he was 35, he moved back to the Scottish truck driving world and quickly gained all sorts of experience from heavy haulage low loaders to 44 tonne bulk tippers: "I've been with WJ & J Green of Corskie near Garmouth for the last 13 years," he says, "and it's the best job I've ever had."

Diesel works out of Green's Alloa depot as he still lives in Tayport where he was to have three children – his elder daughter Cheryl and then the twins David and Gillian. However, over all those passing years, he naturally kept a good eye on the DC McWalter action: "Dad lost his licence due to health reasons when he was only 61 and he had to pack in. Mr McWalter only had

the one daughter Jeanette and towards the end, it was Alan Finnie who was running the McWalter business for him. So when he subsequently died, Alan took the business on. But when the Finnie business moved away, the site was sold for development although the housing estate was then named McWalter's Fields to denote its link to a business which was founded in 1932."

The McWalter name naturally disappeared from the road transport world and that could have been the end of the story were it not for the close connection Diesel kept with Jeanette's son David Beatt: "David is a few years younger than me but he was always knocking about the yard and he became very close to all the drivers who worked for his grandfather. From school, he eventually got into the off-shore drilling work and then married a Swedish lass and moved over there where he took on land-based drilling work. As we grew up, we still kept in touch and I eventually shared the thoughts of a dream I had with him."

That occurred about 10 years ago when Diesel's father passed away. "David came over

from Sweden to attend my dad's funeral and we got talking about days of old and his grandfather's transport business. I don't think he realised – until then – how passionate I was about the history and the times of days gone by. I told him I'd love to find a suitable period motor and – if I ever did – I'd love to have it painted back into his grandad's old colours and obviously that thought must have stuck with him. I didn't know then but following that chat, he'd often spend time on the 'net looking to see what was up for sale and it was out of the blue that he rang me up one night from Sweden about four years ago. 'How do you fancy a 1984 Leyland Roadtrain,' he asked. 'I've found a right-hand drive one over here which is still registered in the UK. It seems tidy enough and they are not asking a lot of money. Do you fancy going halves together,' he asked, 'shall we take it on.'" And of course once Diesel came down from the ceiling in delight, the agreement was reached and the Roadtrain was destined to change hands again. And of course, then be repatriated back to the UK.

▼ Diesel had pulled into the A9 services at Ballinluig and seeing this unaccompanied Stevens' semi-trailer parked there, he couldn't resist reversing the Roadtrain close enough to capture this stunning combination. *Photo: Diesel Dickson collection.*



“Back then, Jaguar was still part of British Leyland”

Tom Walkinshaw

Although he died in 2010, Tom Walkinshaw squeezed a lot into his 64 years of life. Born near Penicuik – south of Edinburgh – he made his name in the motor sport world initially as a touring car racing driver. In 1976, he set up Tom Walkinshaw Racing (TWR) based at Kidlington near Oxford and over the next 25 years, enjoyed a variety of success – all round the world.

In 1984, he started a relationship with Jaguar and in '88 (and '90) the TWR-Jaguar was to win the prestigious 24 hours race at Le Mans. Like everyone else in motor sport, TWR relied on a variety of support vehicles to carry their cars and equipment to tracks all across the UK and Europe. And part of that team was to be A639 OUD – one of the latest High-Datum Leyland Roadtrain based transporters.

Back then, Jaguar was still part of British Leyland and we thought this Roadtrain may have been part of a sponsor deal with TWR. However, the ex Leyland marketing guys of Tony Pain and Martin Hayes doubt this: “I don’t think Leyland directly sponsored the TWR team or gave them a truck,” says Tony, “and Martin thinks the truck was part of a normal commercial deal with TWR. It might have come second-hand as I’ve found details of a sister vehicle OFR 925X. This Roadtrain has a 1981 registration from Blackpool, Lancashire, which suggests it may have been an ex demonstration vehicle or similar when acquired by TWR who were then running in Jaguar’s racing green colours.” Tony suggests that Diesel’s Roadtrain may also have been painted



▲ In 2018, Diesel was to buy this Laurence David ex Co-op delivery trailer from Stuart Walker at Aberdeen and convert it into a home from home. Photo: Diesel Dickson collection.



▲ The addition of a personalised DC McWalter sheet on top of the van bodywork transforms the outfit. Photo: Diesel Dickson collection.



▲ Father and son – Diesel and Derv Dixon.



▲ Diesel’s son David is behind the wheel as he threads his way round the private estate.

Transport heritage

several times as the link with Silk Cut only really started in 1987. Tony isn't sure whether the Roadtrain was used to reinforce the Jaguar / British Leyland heritage but he adds that this seems to have been forgotten by 1988 when TWR were also running a Scania 113.

It's hoped that Diesel's Roadtrain was used on the 900 mile round trip to Le Mans in '88 and '90 when TWR won there. But even though these outfits never did a huge mileage – or even worked under full weight – the fickleness of the fashionable motor sport scene meant that glitzy transporters like the Roadtrain didn't stay around for too long as new ones, were soon to take their place. However, what might have been TWR's cast off, soon became someone else's pride and joy. Not so much for the Roadtrain tractor unit but mainly because of its specially built transporter semi-trailer. And the fact that the outfit stayed together was the main reason, the Roadtrain has survived to today.

The Leyland's registration document shows it changed hands about four times and the last UK owner (in '97) was David Edward Cook from Sheriff Hutton near York. From there, it's believed to have travelled across the North Sea and Diesel has learnt that it was bought by a Swedish rally-cross team: "They were mainly after the trailer but the outfit was sold as a job lot," he says. "But apparently when they tried to register the Leyland in Sweden there was something slightly different to its brakes and for some reason, the authorities wouldn't let it go back on the Swedish roads."

Their loss was of course to be Diesel and David's gain: "I think it was used as a shunter in some sort of works," he says, "but it was obviously well looked after. It must have been stored in the dry as well because there was very little rust on it."

Doing The Rounds

Sweden is quite a big country and Diesel says that David had to transport the Roadtrain 800 miles (from way up north) to his premises in

▼ The Roadtrain was very much aimed for operators both in the UK and across in mainland Europe, The European TIR version was launched at the Brussels Show in January '81 where the Roadtrain received the accolade of 'Truck of the Year 1981.'



▲ It's amazing how well the interior has stood up to the passage of 35 years as very little has yet been touched.





▲ This is a version of the Roadtrain's High-Datum cab which is mounted slightly higher. It's still a very easy cab to get in and out.

the south. Prior to that road haul, the large cab top deflector was removed to reduce the running height although it was never to be re-instated – because Diesel had a plan.

It was in early '16 that our man first clapped eyes on what was destined to be a big head turner but he needed car and plane to reach it: "Actually it took me longer to drive from home round to Edinburgh airport through the Friday rush-hour traffic," says Diesel, "than it did to fly to Copenhagen in Denmark where David picked me up. His place – in Sweden – is only an hour's drive away."

There wasn't a huge amount of restoration work to be done as the Leyland was drivable and complete but over the next few months – and regular weekend trips across the North Sea – Diesel, David and Stephen Gardner got it sorted: "We had to take the windscreen out – which was very awkward," says Diesel, "as some corrosion had got through the cab top deflector. And it also wanted a new cab interior roof lining which was made in Sweden."

The tractor unit reached the UK on the back of David's slightly special Scania eight wheeler, travelling by sea from Gothenburg to Immingham. First port of call was to be Ladybank Commercial Refurb Ltd: "I was over the moon with what they did with it," says Diesel. "Mick Riddell told me he'd never done a classic truck before but he made a great job of it."

Diesel recalls the only major cosmetic attention was in fitting a new passenger door (the original had been bashed around a bit)

“It was in early '16 that our man first clapped eyes on what was destined to be a big head turner”



▲ Diesel behind the wheel – we love how he blips the throttle when changing both up and down the Spicer gearbox.



▲ The distinctive handbrake on the Roadtrain is mounted into the vehicle's dashboard.

and putting an illuminated headboard on the roof that was sourced through Rush Green Motors: "I was able to find a new home for the cab top deflector and all the air kit it had when it was with TWR," says Diesel. "But I had in mind recreating a Roadtrain which looked like a typical Scottish haulage outfit. McWalter's never ran any Roadtrains although they did have some earlier Leyland Buffalos but I wanted my motor to reflect a certain look that you saw in the '80s." And the end product has certainly conveyed that.

The first official unveiling of the freshly painted DC McWalter Roadtrain tractor unit was in 2017 at the annual Gaydon event and it certainly created a stir among the classic lovers there even though it arrived by transporter: "There was a problem with the selectors in the 'box and the only gears it had was second



▲ Diesel believes this tach'o' odometer reading is a genuine indicator of the Roadtrain's life.

and reverse. We didn't have time before the show to get it fixed but Robert Joiner at RJJ Commercials sorted it out and he now looks after any of its mechanical needs."

Perfect Combo

Over the last two years, Diesel and the Roadtrain have travelled far and wide – and collected accolades wherever he's gone. He speaks very highly of Colin Hegarty and Kevin Mulqueen the organisers of the Full of the Pipe Truck Show held annually at Punchestown in Southern Ireland: "They are top guys these two and they love to see the Roadtrain even though they must get 1500 trucks at the show."

As a home from home, Diesel was to hook the Leyland up to a Laurence David single axle ex-Co-op delivery trailer which he converted into living – and sleeping – accommodation



▲ This checker plate cat walk was an addition to the Roadtrain in the restoration as an added safety factor.

for four. Being covered by a personalised DC McWalter sheet, the trailer certainly looks well. This was bought from Stuart Walker of Aberdeen and just prior to our visit, Diesel paid him another visit and came back with what's turned out to be, the final piece of Diesel's creation of a typical '80s, Scottish general haulage motor.

It may seem crazy getting that excited about a 1966 Scammell tandem axle 33' long semi-trailer but topped off with a mock load (roped and sheeted by good mate Alan Forbes) the outfit just drools presence, class and that certain something Diesel has been searching for – and that's before he's fired its Rolls-Royce engine into life.

Obviously he knows that a huge number of people have been involved in the re-creation of one man's dream. It started with David (discovering the Roadtrain) but he explains that David has now gone on to run his own classic

▼ When the Roadtrain was launched in 1980, the UK was still operating at a maximum gross of 32 tons for four axle artics. European models of this 4x2 tractor unit however were rated for 40 tonnes gross.



▲ As part of the restoration, new back wings and rear light clusters had to be fitted. In its Swedish role as a shunter, this part of the vehicle had been damaged.

motor: "He didn't really warm to the Leyland as much as I did," says Diesel, "I think he'd become more used to driving a left hooker so he asked me to buy his share of it. In its place he's now got a cracking Swedish Volvo six wheeled flat that he loves." We also love the look of his F88 and hope to catch up with David and his special classic once his drilling activities allow.

Special Sound

It isn't the brightest of days when we visit Tayport but that doesn't stop the Roadtrain looking the part – and more. Although Diesel reckons that Steven and Clair Winton of Reflect Autocare are responsible for bringing the zing back to this 35-year-old tractor unit. He'd also like a specific mention for Dirk De Kling: "He's a big Roadtrain fan and has two of them," he says. "Before the merger with Daf in '87, they were the biggest Leyland dealer in Holland and Dirk has been a big help with finding parts and giving advice."

Another big help has been Diesel's son David who – naturally – has picked up the similar nickname to his father which is 'Derv' and he's first into the hot seat to fire the superb sounding Rolls-Royce Eagle 265 engine to



Specification

Make / Model:	Leyland Roadtrain 250
Chassis No:	SBLA4A31RLAE 32923
Year:	1st registered 1.1.84
Registration:	A639 OUD
Engine:	Rolls-Royce Eagle 12.17 litres 265bhp
Gearbox:	Spicer 10-speed (splitter)
Gross vehicle weight:	32 tons
Top speed:	70mph (cruises at 50mph)
Fuel return:	12mpg
Semi-trailer:	1966 Scammell tandem axle 33'

life as he moves it round for us to admire. 'Derv' admits he's just getting the hang of the Roadtrain although he's a truck driver by trade operating up to 150 tonnes gross with his Scania low loader.

Diesel then takes the wheel to give us a ride up the road and we love how he blips the throttle – both on the up and down changes – to marry the engine / road speed speeds superbly as he shifts seamlessly around the Spicer 'box. Magic. At pace the RR265 sounds even better but if you close your eyes, it sounds just like the exhaust note of a Scammell Crusader.

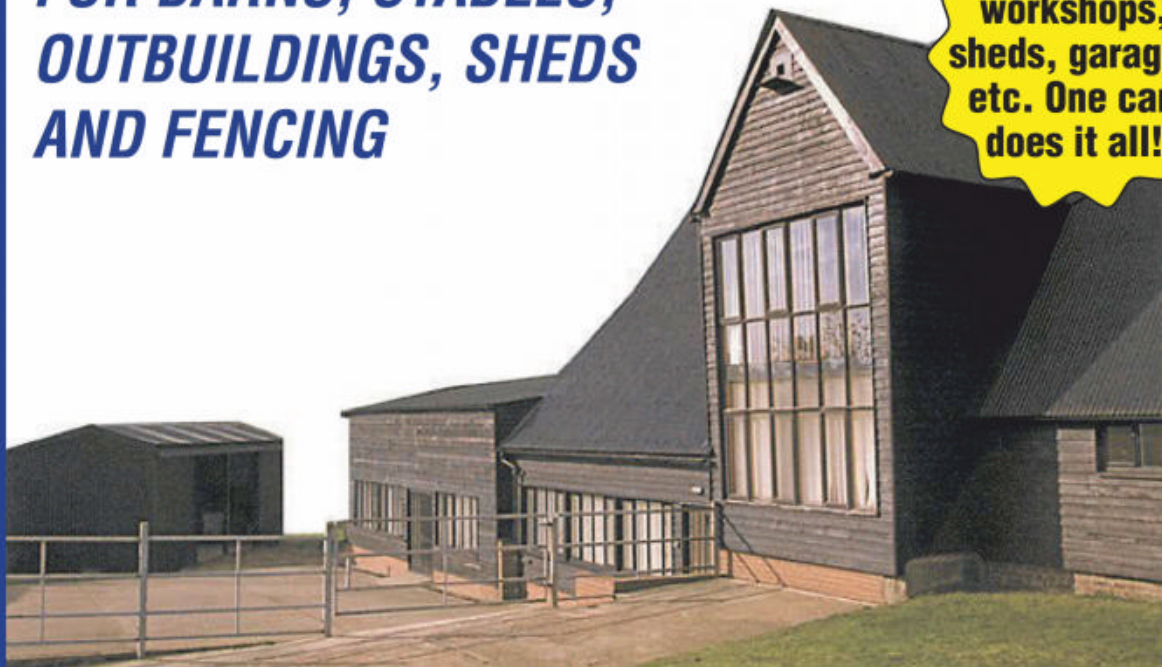
Back at base, I can't resist just the shortest of shunts around the private estate and – if anything – the Roadtrain feels better than it looks. Excellent all round vision, light but great feel to the steering and also good response through the pedals. No surprise that Diesel is 'Over the Moon' with his dream machine.

It feels good to drive; sounds great whether you are inside or outside the motor and looks absolutely stunning – from any angle. Just the thing which dreams are made of. You



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ABERDEEN WESTERN PERIPHERAL ROUTE ROAD RUN



An excellent turnout of over 30 commercial vehicles braved the rain to take part in the latest AWPR road run, writes Bob Weir. The run celebrates the recent opening of the long-overdue Aberdeen bypass. The run started at Ellon north of the city, and ended 60 miles later at Stracathro service station on the A90. The run is free to entrants and is proving to be a big success. The next run is scheduled for May 2020.

Further information: Stuart Walker 07831 841024



Photos by Evan Michael

POLLOCK'S TRIBUTE TRUCK

Well-known Scottish haulage contractors; Pollock (Scotrans) Ltd has named one of its latest MAN TGX tractor units in honour of the late Frank Richardson, who was one of the first road transport enthusiasts to comprehensively record the fleet on film.

During the 1950s and '60s, Frank Richardson grew up in the Berwickshire village of Cockburnspath, known as Co'path to its inhabitants. In those days, the main A1 trunk road connecting Edinburgh to London, ran through the village. At a time when most young lads were trainspotting, Frank became fascinated by road haulage vehicles. With a notebook and camera, he started to record the more intricately liveried Scottish fleets passing through this corner of the Borders. The then Musselburgh-based Pollock Transport became a personal favourite.

Frank developed an encyclopaedic knowledge of this famous fleet. Many of the Pollock drivers and management team would in time become good friends. A real people person, Frank had the ability to see beyond the windscreen to the driver behind the wheel. Many of his images featured a proud

professional standing beside his lorry.

An engineer by profession, Frank was first and foremost a family man to wife, Carol and daughters, Clare and Elaine. Frank also prided himself in a remarkable attention to detail with everything he did. A reputation for exemplary house maintenance was complemented by writing a daily diary; something he started at 14 years of age and kept up until shortly before his death. Spending time with his grandchildren and extended family, holidays in the sun and the occasional bottle of beer were also favourite pastimes.

Planning for retirement, Frank decided to write a book on his favourite fleet. *Pollock - The Early Years* was published in 2008. Quickly recognised as a classic work, the book duly sold out within a few months. The volume concentrated on Pollock vehicles up to the year 1972, a time when Frank's preferred British-built lorries began to disappear from this operation.

After suffering an 18-month illness without complaint, Frank Richardson passed away on Saturday 6th July 2019. Two days previously, Scott Pollock, Managing Director at Pollock (Scotrans) Ltd, had arranged for the name



▲ Frank Richardson.

'Co'path Spotter', to be put on an MAN TGX tractor unit. The news of this special name had been quickly passed to Frank. The idea for a tribute had come from Frank's friend and fellow Edinburgh enthusiast, George Douglas.

Frank's funeral at St Phillip's parish church in Portobello was well attended. The congregation included members of the Pollock family and their retired drivers. Afterwards, Frank was laid to rest in Cockburnspath Cemetery, a site within earshot of the passing lorries on the village's A1 bypass.



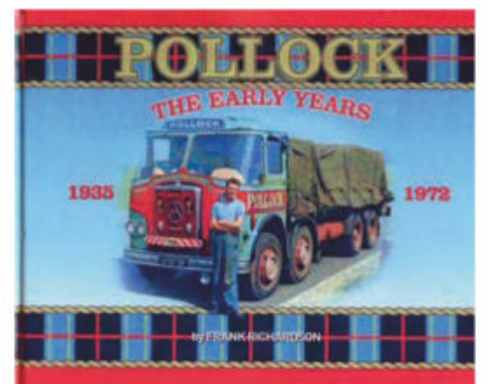
▲ Scott Pollock arranged for Frank's family to get a close up view of the tribute truck.



▲ In addition to his encyclopaedic knowledge of Pollock lorries, Frank became good friends with many of the firm's drivers.



▲ The name 'Co'Path Spotter' adorns one of Pollock (Scotrans) Ltd's latest MAN TGX tractor units.



▲ Frank's book on Pollock lorries was published in 2008.

GREAT SALE AT GREEN HILL FARM

HJ Pugh held the Green Hill Farm retirement sale at Linton, Cambridge on Saturday 16 November says Peter Love.

There was an excellent crowd at this very intriguing sale which was to be undertaken by another auctioneering company who withdrew that's when H J Pugh of Ledbury stepped in.

They staged an excellent sale here, which was laid out very well. Everyone was sensible and the 358 lots sold accordingly all in good weather at that. Here is a list of the lots relevant to *Heritage Commercials* please add VAT to all lots.



◀ This 1955 Bedford S model 7 ton flatbed NYR818 that was sold for £3,300 again with a good cab.



▲ This Ford 51 V-8 flathead with 62in engined fire engine BH 1987 was to sell in relatively good order and runs at £5,100.

◀ Not sold at the sale is the Canadian Ford V-8 stake wagon and is still available.

SALE HIGHLIGHTS

34-Bedford J-type o/s door good.....£80
 36-Bedford K-type doors and window.....£50
 42-Bedford K-type o/s wing good.....£120
 63-Ford V-8 flathead spares and bumper rough.....£80
 98-Bedford J-type side steps good.....£60
 111-Bedford K-type bonnet and side panels.....£100
 112-Bedford J-type door good.....£50
 115/6 -Bedford K-type grill x 2.....£70
 118-Bedford O-Model windows and bonnet.....£90
 123- Bedford K-type front wings.....£30
 147-Bedford S-type grill and bumper.....£45
 159-Ford 7V transmissions so so £60174-Bedford K and M spares.....£90
 184-Ford V-8 flathead engine so so£140
 237-1963 Land Rover Series 2A petrol JAS761 needs work some docs..... £1,800
 238-Land Rover Series 2A for repair no docs£180
 243-1979 Dodge XEW968T box van so so£700
 282-1929 Ford Model A 1-ton dropside NG3751 registered 1984 needs work.....£500
 283-Bedford CF350 tipper 60,000 miles needs work.....£600
 308-Ford V-8 fire engine 671 GCC stored some years needs work..... £2,800

310-1943 Ford 7V V-8 wrecker not running needs work but all there £2,600
 311-1974 Bedford J-type WUE460N tipper body not included £1,900
 311A-Bedford K or M-type wooden tipping body£300
 312-Bedford J-type cab.....£450
 312A-Fargo (Canadian Dodge) part restored nearly finished..... £8,000
 315-2000 LDV Pilot 200 van diesel X741NVX good body.....£700
 316/7-Bedford TK cabs£480
 320-Bedford K-type 30cwt chassis & cab van.....£800
 321-Austin K-type 2 tonner needs work...£1,050
 322A-1948 Bedford M-type 2 ton flatbed Vff633 runs £2,400
 324-1946 Ford E83W pick-up BHV495 runs good £7,000
 325-1979 Bedford TK1260 22ft flatbed DPV823T £2,000
 326-1971 Bedford TK 12.5 ton aluminium bulk tipper XRO962K..... £2,300
 327-1955 Bedford S 7 ton flatbed need restoring again NYR81 £3,300
 328-1982 Bedford TL 330 diesel eng ex fire brigade FMJ797Y..... £4,350
 329-1973 Bedford TK 6-cyl petrol canteen ex

fire brigade NHO554L..... £3,500
 330-1974 Bedford TK 6-cyl petrol ready to rally GRF334N £4,500
 331-1948 Bedford M-model 2 ton dropside restored ready to rally CAN445 £5,500
 332-1972 Bedford TK 220 diesel restored drives well GMO761K..... £4,600
 333-1976 Bedford J-type ambulance petrol ex army PUC305R runs well £3,600
 334-1935/6 Ford 51 V-8 62in flathead fire engine runs and drives well BH1987 £5,100
 337-1958 Bedford J-type 30cwt diesel starts and runs well OFF187 £3,800
 339-1948 Bedford K-type 30cwt Harvey Frost crane not running PMW765..... £5,900
 340 1939-Plymouth LHD pick-up not running easy resto £8,600
 344-2005 Ford Transit Connect L200 SWB minibus non runner YB05 BXY with MOT£300
 348-2004 Mitsubishi Canter 35 LWB c/ transporter with beaver tail on Sorn AY54FYB£950
 349-1980 Ford D series chassis cab Sorn FEB712W.....£650
 358-2001 Ford Transit 350 LWB TD transporter in daily use with MOT April 2020 £1,700

NEW VINTAGE VILLAGE GETS THE GREEN LIGHT

Jim Smith from Cumnock in Ayrshire is set to fulfil a long-held ambition to open his superb collection of steam engines, tractors and commercial vehicles to the public.

"I've been going to vintage rallies for many years, but my collection has grown too large to take to shows," he explained. "I've decided to open my doors to the public. There are plenty of heritage enthusiasts living in Ayrshire, and I've already received lots of encouragement."

Jim is a former partner of Kerr and Smith, one of the largest Vauxhall franchises in the west of Scotland. He is also a retired volunteer fireman and was awarded the Queen's medal.

He has already secured a building in Cumnock and hopes to expand the museum in the coming years.

"Viewings will be by prior arrangement in the early days, but the plan is to have the museum open on a regular basis. The main theme will be transport heritage, and apart from the vehicles I am putting together an extensive library of books and photographs. There will also be a few local surprises from time to time!"

Jim is keen to focus on the winter months when most collections are put away in storage.

"I'd be delighted to hear from other enthusiasts who would like to show their collections over the

winter period," he said. "This will give people the opportunity to see the exhibits during the long off-season."

Jim plans to officially open the museum in the early part of 2020. Further details to follow.

Further information: Jim can be contacted on 07980 315942 and jsm@kerrandsmith.co.uk



TURNING THE WHEELS

In exploring past alternatives to conventional diff axle drive – and electric-drive developments since Britain produced the world's first practical electric car – Ed Burrows spotlights the historical importance of the 1930 Scammell Hundred Tonner. Two were built, one survives in running order – and is for sale. Ed reckons it deserves to share the podium of history with the Bentley's Le Mans winners of the same era. With 190-bhp, the Speed Six could hit 115-mph. With 102-bhp (and a 196-to-1 bottom gear), the Hundred Tonner's record was moving a gross train weight of 165 tons

As we know it today, the basic mechanism of the drive axle differential is attributed to Onésiphore Pecqueur. A French watchmaker, he took out a patent for his invention in 1827. It was first used on steam-powered vehicles. Without a diff,

to compensate for the speed differential between the wheels when a vehicle is travelling round a curve, some early vehicle builders used chain-drive to one wheel only. Correct – potentially awkward when the driven wheel is on the inside of the turn.

In 1884 – a year before Karl Benz

introduced the first internal combustion engined car – inventive Shropshire electrical engineer Thomas Parker put the world's first practical battery-electric car into limited production.

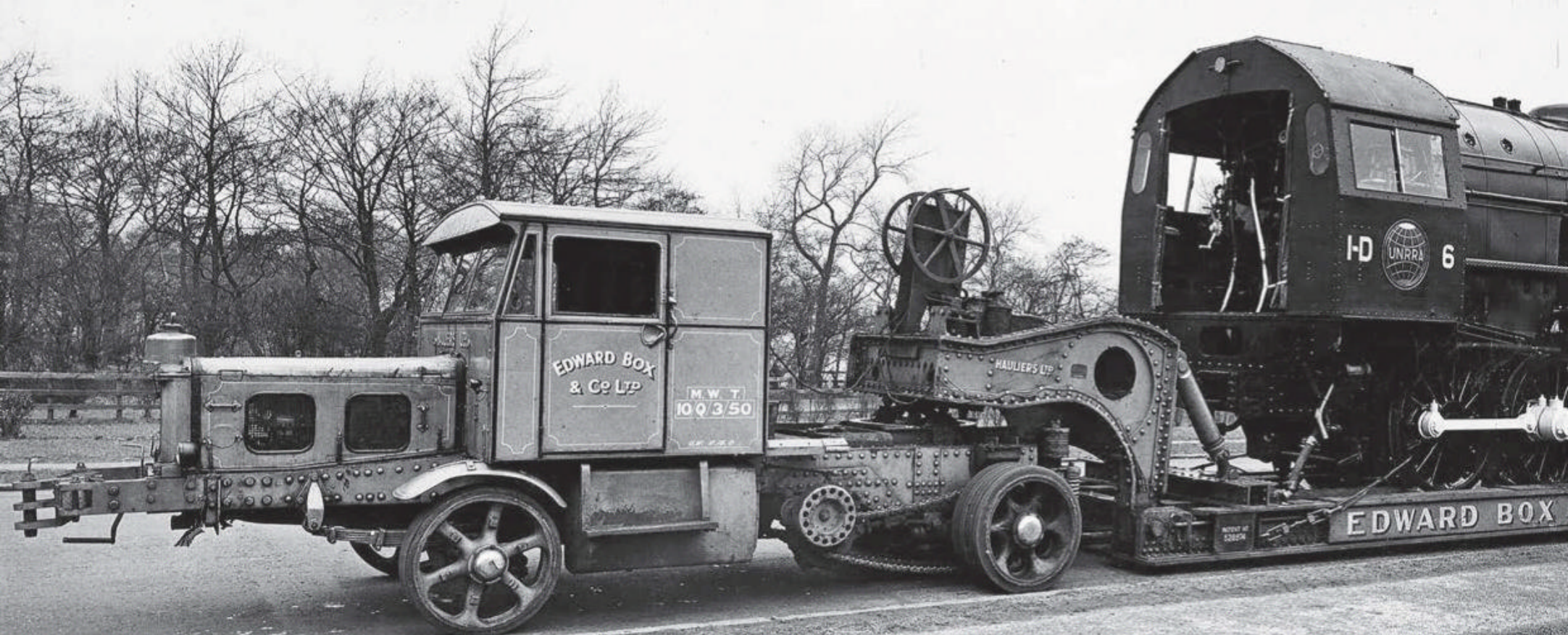
By the First World War, motor trucks had well and truly arrived. Engineers had three basic choices. A prop shaft driving an axle with a differential, a similar arrangement but with final drive by chains – or, lest we forget, the electric-transmission option, which Tilling Stevens first fitted to production chassis in 1911 (and built the last in the late 1930s).

In their respective markets, Scammell and Mack were two of the most prominent exponents of chain-drive. Mack continued to use it for some models until the late 1940s.

But why chain-drive, especially as power is taken from what in principle is an axle with a central diff? In theory, chain drive allowed both greater vertical axle travel and a simpler suspension system.

The truck responsible for Mack's reputation for rugged dependability, the chain-drive AC – which earned its stripes with the British Army in the First World War – can be considered the world's first seriously heavy-duty truck. Initially powered by a 75-bhp, four-cylinder 7.7-litre petrol engine, an exceptionally long production life in capacities of 3.5, 5.5 and 7.5 tons extended from 1916 until 1939. Other chain-drive Macks included 'super heavy duty' rated off-highway 4x2 and 6x4 AP Series construction and mining trucks. Mack's biggest chain-driver was the 30-ton payload FCSW 6x4

In 1946-47, KD 9168 moved 120 'Liberation' Class locos (built to aid mainland Europe's post-Second World War recovery) from The Vulcan Foundry, Newton-le-Willows to Liverpool Docks.



dumper, which remained catalogued until the late 1940s.

Scammell's first truck, the 'Six-Wheeled Tractor-Lorry', entered production in 1922. It comprised a four-wheel chain-drive tractor and permanently coupled articulated two-wheel trailer. A bone fide rule bender, at under five tons unladen, it was compliant with the prevailing six-ton axle loading limit – and attracted a lower licence fee than a tractor unit pulling a drawbar trailer. With a max gross of 13-tons, the initial specification was publicised as 'the largest industrial vehicle ever made'. The seven-litre, four-cylinder petrol engine eventually delivered 85-bhp.

Progressive development over a 15-year production life led to 10, 12 and 15 tonners, and a 20-ton rated heavy machinery transporter. During the late 1920s, the artics were supplemented by a range of bonneted four- and six-wheeler rigids. In the early 1930s, after first becoming an option to chain-drive, Scammell standardised on conventional axle transmission for regular goods vehicles.

In 1927 a rigid prototyped by Scammell became the precursor to Pioneer 6x4 oilfield, artillery, heavy recovery and tank transporter tractors, over 2,000 of which were built during the Second World War.

The new 6x4 was aimed at oilfield operators. It outperformed any wheeled vehicles seen in the world prior to that time, resulting in exports to Venezuela, the Middle-East, Africa, Australia and

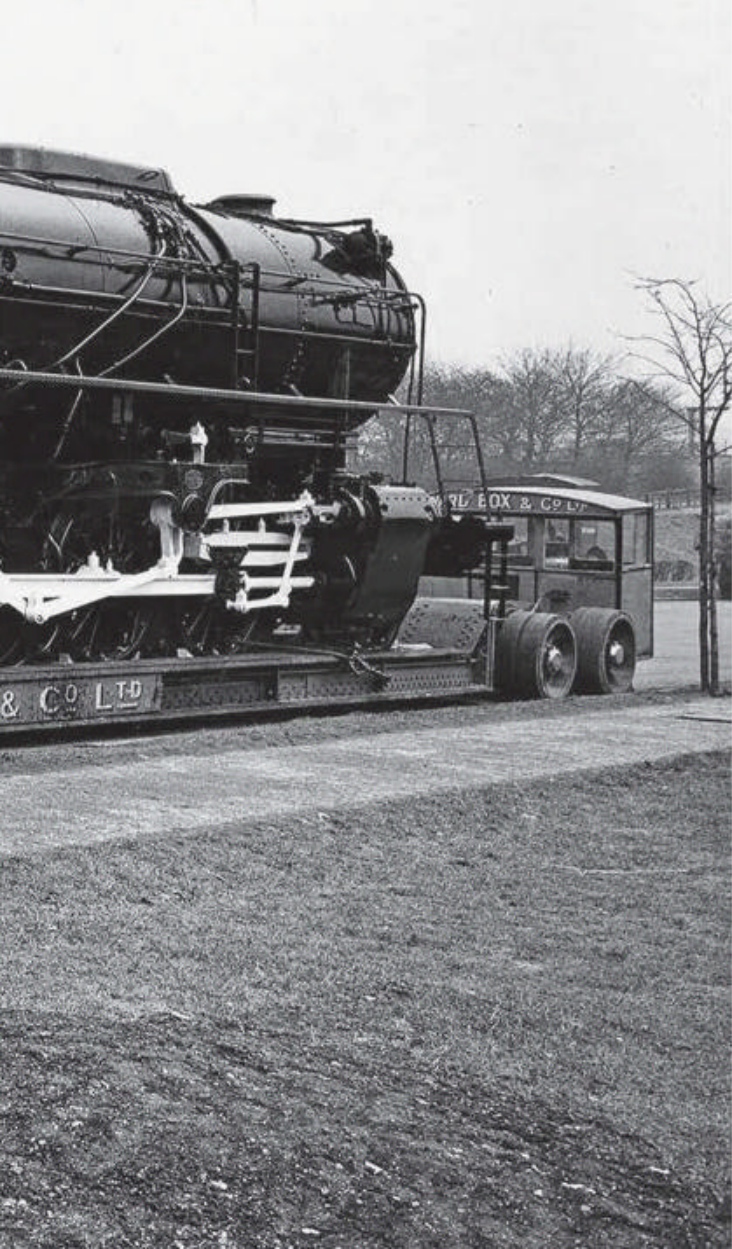


▲ Drive compensation when turning is enabled by two secondary diffs, mounted between the left and right wheel pairs.



◀ Transmission from the axle carrying the differential is via four chains, one to each of the four driving wheels.

▼ With a higher gross capacity rating than any other truck in the world when it was built in 1930, Maurice Hudson's Scammell Hundred Tonne is currently for sale.





▲ A Pioneer demonstrates its exceptional bogie and steering axle geometry, designed to keep all wheels on the ground at all times.

elsewhere.

To increase bogie articulation, instead of chain-drive, Scammell engineers devised a unique walking beam bogie assembly with drive to each wheel via a gear train contained in each beam. The system incorporating a single centrally pivoted, worm-drive axle with shaft drive to the diff. Semi-elliptic springs allowed 2ft of wheel travel. The centrally pivoted leaf spring front suspension remained a feature of Scammell all-terrain model specs for the ensuing 30 years. Exceptional front and rear suspension articulation ensured that all wheels remained in ground contact over uneven terrain.

Given the name Pioneer once their performance became more widely known, the 6x4s were initially powered by Scammell's 65/85-bhp, seven-litre, four-cylinder petrol engine. This gave way a six-cylinder Gardner 6LW diesel with transmission via a five- or six-speed gearbox. Traction was such that a Pioneer could climb a 1-in-2 gradient.

Despite a nominal seven-ton rating as a rigid truck, in artic tractor guise – introduced in 1932 – hauling a pipe trailer, the new Scammell 6x4s proved capable of operating at a gross of up to 100 tons. Before the first artic development, Scammell produced a small number of 6x6 rigids for use in undeveloped countries. The 6x6's party trick was driving against a vertical wall. Bogie articulation was such that the front wheels climbed 7ft up the wall but the four bogie wheels remained on the ground.

The Pioneer was the heaviest domestically-built vehicle to serve with the British Army in the Second World War. The 6LW developed 102-bhp/358-lb.ft. Gross train weights were close to 150 tons after the war in heavylift drawbar tractor guise. Remarkable pulling power was thanks to a Scammell six-speed gearbox with a bottom ratio of 181-to-1 in original tank transporter spec. A handful of Pioneers were still on the

British Army's inventory in the 1980s.

The ultimate Scammell chain-driver was the Hundred Tonner of 1930, rated at the time as having a greatest carrying capacity than any other road transport vehicle in the world. Nothing like it had been built before – or since, in terms of configuration. Astonishingly, it was designed – and constructed compete with a unique trailer system – in the space of only eight months.

With an all-riveted, internally reinforced 0.37in thick steel plate box frame chassis structure with a maximum depth of 21in, the tractive unit and matched girder-fame trailer were purpose-engineered to meet performance criteria set out by MRS Limited, Liverpool. A key MRS contract was for moving non-standard gauge railway



▲ This chain-drive Scammell 45-ton low loader tractive unit with solid driving wheel tyres was built in the 1930s.

“The Hundred Tonner is from the same era in which Bentley's legend was born”

locomotives over the Pennines from Leeds on the primitive roads of the day to Liverpool Docks for shipment to India. Only two Hundred Tonners were built. Both ended up being operated by Pickfords following the nationalisation of Britain's road haulage industry in 1948. They remained in service until 1953.

For a vehicle with deservedly national treasure status, happily, one of the two, KD 9168, is restored and in running condition. Formerly on long-term loan to the British Commercial Vehicle Museum, Leyland, the museum's recent refurb necessitated its removal by owner Maurice Hudson. Getting on in years and not in the best of health, he still spends as much time as he can working – and not always at his desk – at the family's Hudsons of Dudley metals recycling business. Reluctantly, Maurice has decided to part with his prized possession. “Like having a vintage Bentley or a piece of art, it's about more than ownership. For several decades, I have been KD 9168's custodian, keeping it safe for the next generation.”

The Bentley analogy is apt. The Hundred Tonner is from the same era in which Bentley's legend was born. The marque's four consecutive Le Mans victories from 1927 of course culminated in 1930, the year of Hundred Tonner's introduction. Those who have a genuinely rounded view of automotive history – transport and other vehicles as well as cars – will surely recognise the Hundred Tonner is up there on the same podium as those Bentleys.

Maurice Hudson hopes a buyer will emerge who will keep it in Britain, rather than it being acquired by an overseas collector. Even for a £million-plus sum, as an appreciating asset, it would arguably earn a better return than if the money was deposited in a bank.

Initially powered by an 86-bhp, seven-litre, four-cylinder Scammell petrol engine, this was replaced by a 102-bhp Gardner 6LW diesel in 1932. The 165-ton gross train weight of its record move, achieved in 1935, was by courtesy of its Scammell four-speed gearbox, which has a 196-to-1 bottom ratio. In those days, they certainly knew how to get the most out of the least.

Power is taken by a Spicer prop shaft to the mid-ships mounted main differential. This incorporates spur gears that add a further four ratios. Drive from the countershafts of the axle carrying the main differential is via four massive chains – one each for the four rear wheels. The drive chains are adjustable by screw radius rods. Two chains are located outside the frame and drive the outer rear wheels. The second two chains, on the inside the frame, drive the inner two wheels. The chain links are 3.18in long and 2.68in wide. In addition to the main differential, drive compensation when turning is served by two secondary diffs, one mounted between the left side wheel pair and one between the right-side pair.

The two pairs of driving wheels are carried by a cross-tube and trailing arm arrangement, allowing independent vertical movement of the left and right wheel pairs, ensuring all four driving wheels maintain constant road contact. The trailing arms are ball-jointed to the rear chassis frame cross member. Rear wheel springing is limited to a combination of vertical cylindrical rubber buffer blocks and shock absorbing recoil springs. The driving wheels have an imposed load capacity rating of 40 tons.

Research suggests that last new truck that did not have conventional diff-axle drive was the 180-bhp Meadows petrol engined Scammell Explorer 6x6 recovery tractor. From 1950 onwards, many hundreds were operated by the British Army. It used the same type of final drive as the Pioneer, with a gear train system in the walking beam casings.

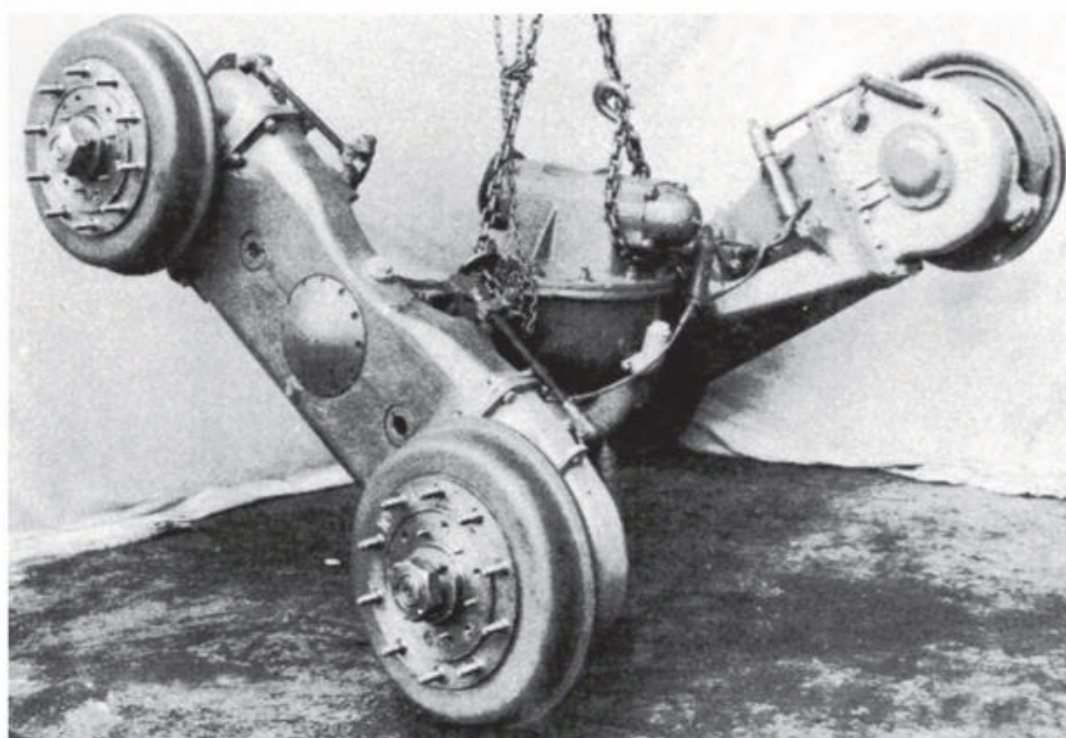
Like battery-electrics as pioneered by Thomas Parker, electric-transmission hybrids have a surprisingly long history. William Stevens – the Stevens of what became Maidstone-based Tilling-Stevens – built his first petrol-engined vehicle with electric transmission in 1906. The engine powered a generator, from which current was fed to an electric traction motor. Drive was then taken by propshaft to a conventional diff.

Tillings – a major bus group – was attracted by seamless power delivery, in contrast to the jerky ratio changes typifying clutch and gear transmissions of the period. Chassis were built for both buses and goods vehicles before and after the First World War.

Steadily improving mechanical



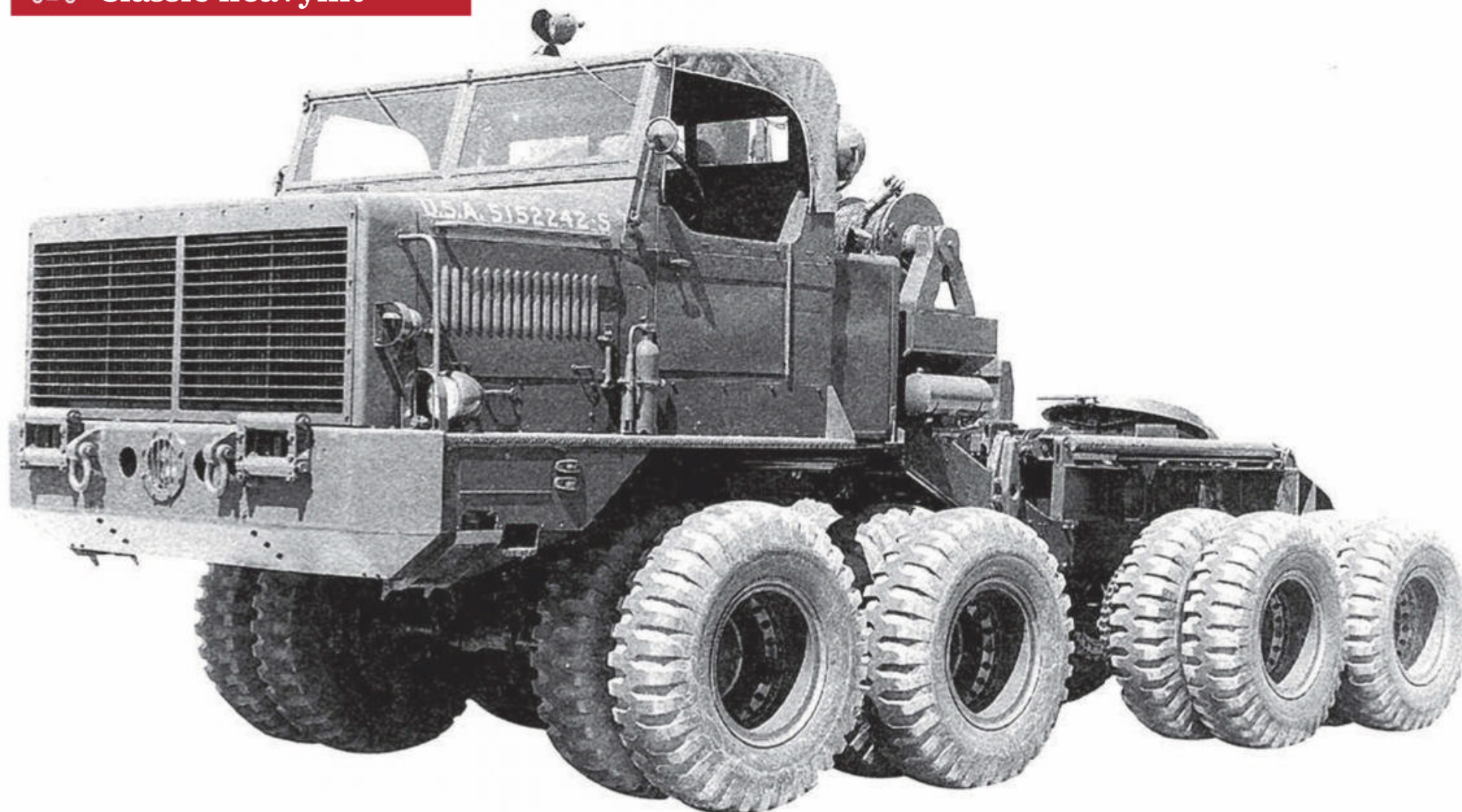
▲ A restored chain-drive bogie M26 'Dragon Wagon'. Conventional drive axles couldn't handle the 240-bhp/800-lb.ft output of its 17.9-litre Hall Scott petrol engine.



◀ The Scammell Pioneer's high-articulation walking beams contain gear trains which take drive from the central diff axle.



▲ Known as Pacifics in Wynn's service, their six M26s were re-cabbed, which saved 1.5 tonnes, and re-engined, first with ex-Diamond T diesels and ultimately with Cummins turbodiesels.



▲ Other evolutions of the Sterling T26 were depicted in the September issue of *Heritage Commercials*. The final developments had a 525-bhp, 18-litre Ford V8 type GAA tank engine.

transmissions made a savage impact on sales, but Tilling-Stevens hybrids came to the rescue in the Second World War, when hundreds of electric-transmission searchlight trucks were operated by anti-aircraft artillery units. In searchlight mode, the petrol-electric system operated as a stationary generator. Tilling-Stevens had previously built searchlight trucks in WWI, and in the 1920s supplied hybrid chassis for electric mobile cranes, and fire engines equipped with electric-drive pumps or turntable ladders.

It is reckoned that only half a dozen Tilling-Stevens three-tonners of the 1930s type survive. And three of them are in the capable hands of Peter Chamberlain who, unlike many restorers, does not have the advantage of an automotive engineering, transport operator or motor trade background. The very fact he's mastered the necessary skills, challenge by challenge, makes his immaculately restored 1937 Tilling-Stevens TS 19-3 even more impressive.

NTO 143 was restored over five years from a scrapyard wreck – a process that required Peter Chamberlain to teach himself coachbuilding to replace the Crossley cab that had been fitted at some point in its life.

“NTO 143 was restored over five years from a scrapyard wreck”

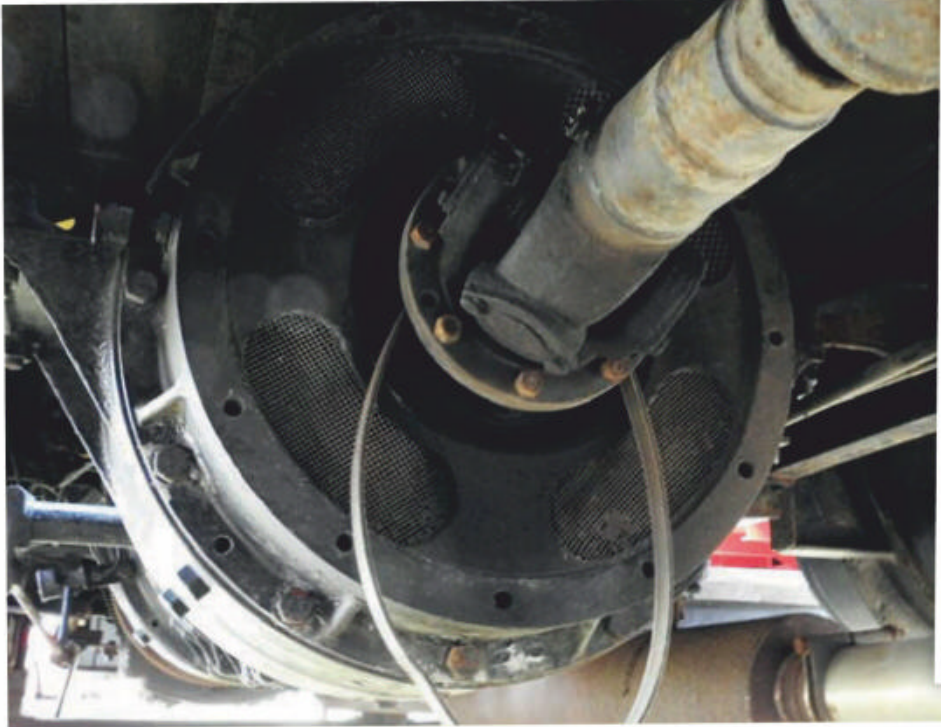
During restoration, it was actually the electric driveline that required the least amount of work. At some stage, the original Tilling-Stevens petrol engine had been replaced by a Gardner 4KL with circa 55-bhp. That itself is of historical significance. The engine had been a Gardner test prototype for units that powered the Royal Navy's midget submarines. The seamless power delivery of the Tilling-Stevens' electric transmission makes it particularly nice to drive.

Four years ago, Peter acquired a second Tilling-Stevens ex-searchlight truck chassis for restoration. Thanks to their electric driveline, the Tilling-Stevens three-tonners operated as mobile generators. Peter's second vehicle was in even worse condition than his first. Significantly, it was the last of 416 Tilling-Stevens searchlight trucks built in the late 1930s. When acquired, it had an AEC engine, which Peter is swapping for a Tilling-Stevens petrol engine he has managed to locate. And within the last few months, he has managed to acquiring a third Tilling-Stevens for restoration.

When the going was likely to get tough, especially moving tanks, both operationally an experimentally, during and after the Second World War the US Army had a predilection for chain-drive. The war's biggest wheeled vehicle was the chain-drive M25 Dragon Wagon tank transporter tractor, built by Pacific Car & Foundry (PACCAR, parent of Kenworth, Peterbilt and DAF). Unlike Scammell, which only ever used chain-drive for a single wheel pair, on the M25 it drove



▲ 1924 petrol/electric Tilling-Stevens fire engine, preserved at the Ferrymead Historic Park, Christchurch, New Zealand. The electric transmission motor also powered the ladder.



▲ The Tilling-Stevens' powertrain comprises Gardner 4LK diesel, electric dynamo/motor and propshaft drive to the back-axle's diff.



▲ Pristine restoration: Peter Chamberlain's diesel-electric hybrid Tilling-Stevens ex-Second World War searchlight truck. He also has two more of these smooth driving 3-tonners in the pipeline for restoration.

both bogie axles.

A chain-drive walking-beam bogie was dictated by the absence of half-shaft drive axles capable of handling the 240-bhp/800-lb. ft output of the original Hall Scott 17.9 litre, six-cylinder inline petrol engine.

From the early 1950s until the mid-1960s, six 'Pacific' 6x6s were the British heavy haulage industry's supreme champions. Acquired from war-surplus US Army stocks, they were re-cabbed and re-engined by heavy-haul legend Wynns. The only problem Wynns experienced was a perpetual oil trail due to the total-loss lubrication system of the bogie's triple roller drive chains.

Most intriguing of all chain-drivers was the Sterling T26 series of 8x8 prototypes trialled by the US Army in the late 1940s. Designed

in anticipation of a new generation of heavier tanks, the T26 incorporated two heavy-duty Sterling Super Traction chain-drive bogies, which combined extreme reliability with exemplary agility. Power was delivered individually to each wheel by a driveline incorporating three limited-slip differentials and concentric jackshafts to the drive chains, all ingeniously functioning in synch with an inverted semi-elliptic spring and radius rod high-articulation suspension. When operating off-highway, the Super Traction system automatically directed power away from any wheel tending to spin through lack of grip. The chassis was of stepped-frame, swan neck configuration to accommodate the front bogie. This was centrally pivoted – similar to twin-axle bogies of railway rolling

stock. Both bogies were freely floating, able to pitch from the horizontal in any direction, ensuring that all wheels remained in ground contact virtually all of the time.

Maybe US Army experimenters decided to have fun with the T26 simply because they could. But in Texas, LeTourneau built trucks with electric hub motor drive because the company invented the principle. Though mostly applied to heavy earth movers, in 1956 LeT introduced its 6x6 Series T Transporter. A 30-ton frame-steer flatbed with 335-bhp Cummins powering a generator supplying each wheel's traction motor, running on 6ft diameter rubber, a Series T was virtually unstoppable in any type of terrain.

Inboard or hub electric motors are the way things are going, but in the 1950s, LeT was the first to put the concept to work successfully. ♦

▼ Electric hub motor drive was pioneered by RG LeTourneau. Frame-steer T Series Transporters were oblivious to the terrain – helped by a walking-beam rear bogie.



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BATHGATE'S FINEST



Once seen never forgotten. The stunning vision of a Russell of Bathgate motor was a regular sight up and down the country.
Photo: Malcolm Mortimore collection.

The distinctive operation of Russell of Bathgate was a well-known sight on our roads for something like four decades. However, in 1985, its Transport Development Group owners decided to close it down and all its vehicles were then repainted and distributed around other TDG concerns. One of Russell's many employees from the late 70s and early '80s was Alan McNally. And keeping the memory alive of this well-known concern has become something of a personal crusade. Bob Tuck hears his Russell story and marvels at Alan's very special 200-strong Russell fleet.

It's easy to look back with rose-tinted spectacles at our 'happy days' of yesteryear but Alan McNally reckons that even at the time, he knew his job was a good one. True, starting out as something of a general dogs-body hadn't been his first choice as a career when at school. As a dedicated petrol head, he always fancied being a car mechanic but in the mid 1970s, fate was to introduce him to the road transport world and he was to make a connection with a firm which he champions even now. Yes, we all know that

the evolution of road haulage means that companies come and then companies go. So in that respect, Alan reckons he was exceptionally lucky that when the dice stopped rolling, it was to be Russell of Bathgate that came into his life.

Denationalisation

If you follow transport history at all, you'll certainly be aware of the creation – from 1948 – of British Road Services. It was part of the new Labour government manifesto that all of the UK's long distance, general haulage vehicles

were bought into Government control. Ran under the BRS banner, this political exercise saw the end of many long established private enterprise hauliers of the day.

However, the flip side was of course when there was a change to a Conservative government (in 1951) that a lot of the BRS fleet was subsequently sold off. This allowed hauliers of old to perhaps return – and even buy back their own vehicles and depots in some cases – and it also allowed many new names to join the road transport scene. All that was needed was



Alan McNally. Photo: Elaine McNally



Words: Bob Tuck.
Photos: As stated.

RUSSELL OF BATHGATE



▲ When Russell of Bathgate first started out, they were to buy a variety of second hand vehicles which BRS were selling off. This Albion FT37 Chieftain was new in late 1952.
Photo: William Denham.



▲ Such was the standing of the Russell fleet, the Eaton Two-Speed Axle concern used their vehicles in adverts to promote their product. Photo: Bob Tuck collection.

the finance to invest in some of the BRS cast-offs which – importantly – came with an important Special 'A' carriers licence that generally allowed them to haul any goods, anywhere.

It was such a case for the business of Russell of Bathgate Ltd which technically was founded in 1954. The managing director of the company



▲ Russell vehicles had a reputation of being worked hard. They were replaced every two / three years and as they were well maintained, there was a ready line of customers waiting to take their older motors. Photo: Albion Archive.



▲ All manner of freight was hauled by the Russell fleet of old. Photo: Roger Kenney.



▲ This Guy invincible dates from 1961 and while normally built – and operated – with a distinctive sun visor, the Russell motors were recalled as always running without them. This suggests there was perhaps a saving on initial cost and (slightly) with unladen weight.

Photo: Phil Moth collection.

was William Russell who even then was something of an old hand at the game. He'd first got into road transport back in 1939 when he bought two 'A' licensed vehicles from Thompson Bros of Uphall, West Lothian. Soon afterwards, William's brother John Russell became a partner with his brother and the pair of them expanded their then Bathgate based fleet to the 25 mark before BRS took them over as a job lot in '49. William became a manager at the BRS West Lothian Group while his brother John, was to later leave and set up the vehicle sales business of Central Garage (Bathgate) Ltd.

Naturally, Alan has absorbed all this old Russell history and can give you chapter and verse of its ups and downs – and various offshoots – but he warns us that lots of different Russells were (and still are) active in the road transport world of Scotland's Central Belt under a variety of company names. And that's even

though the Russell of Bathgate banner was lowered in '85. This point is emphasised when you learn that when William first set out in '39 with two vehicles, while he drove one, the other was driven by Mr JS Russell – who was actually no relation.

Yes, Alan could fill a book or three on the life and times of the Russell involvement in road transport but so far as this précis is concerned, the fleet that appeared in 1954 was to leave a huge mark with Alan and many other road transport followers of old. With the large name of Russell on the door – and Russell of Bathgate on the headboard – the company's load carriers were a once seen, never forgotten vision. That's no exaggeration because on the '50s main road network, it was the drab (rarely washed) red paintwork of the BRS fleet that tended to fill the eyeline. But as Alan tells us, the contrast of Battleship grey and 'Rangers Football Club' blue



▲ Seen outside the main Russell offices in Bathgate, this ERF eight wheeler and trailer was an example of the biggest general haulage outfit in use in the early '60s as it was legal to carry up to 32 tons gross.

Photo: Phil Moth collection.

for Russell, gave colours that hardly showed the dirt. Yes, the Russell operation certainly looked the part but could their management cut the mustard.

The Three Divisions

In the 21st century it's easy enough to expand a long haul road haulage operation (provided you have the money and the traffic of course) but it was worth remembering that in the '50s and '60s, how difficult the constraints of Carriers Licensing effected growth. That said, William Russell was a sharp cookie and was to generate a huge amount of growth by taking the company in a variety of directions – all at the same time. It certainly worked because by splitting affairs into the three areas of long distance; Scottish requirements and bulk traffic, Russell of Bathgate catapulted themselves up the road transport league. This is underlined when you learn that by 1960, the RoB fleet was

It was something of a status symbol of hauliers of this era that they had offices all round the country. It is great to see how the Russell sheets were also lettered with contact details. *Photo: Phil Moth collection.*





▲ The Albion Reiver six wheeler was used by Russell in both platform and bulk tipper guise. *Photo: Phil Moth collection.*

counted at 125 strong. While, on top of that, Russell were also making use of another 40-50 sub contractor vehicles every day to handle all the traffic which was passing through their hands. Yes, they were certainly busy, busy.

The Russell fleet was soon to be a premium mix encompassing both light and heavy load carriers. While AEC, ERF and Leyland eight wheel rigids were the 'King of the Road' during the '50s, Russell's astute thinking also saw lighter weight motors like Albions – perhaps coupled to extremely light four-in-line semi-trailers – be the outfit of choice when unladen weight / payload potential was critical.

Other hauliers were of course doing pretty much the same but the thing that shifted Russell up to another league was their attitude to bulk haulage. In an era where tippers were generally very small and limited to no more than seven or perhaps ten tons a time for their local traffic, Russell pushed the boat out (financially) and went very much up-market with big bulkers operated over long distances. In fact, Alan recalls a conversation with Walter Middlemiss, who was then the manager at Russell's Montrose depot: "He said that William Russell had told him that when they bought an eight wheel Atkinson with a bulk tipping body and blower equipment fitted – which was based at Montrose – it was the most expensive vehicle they company had ever purchased."

The downside to the 1955 investment of their first two bulkers was that the end recipient (the customer) had to be geared up to receive the delivery in bulk. Many farmers were still used to handling deliveries in sacks so no surprise how the Russell concern had amassed a huge amount of warehousing which could handle either bagged or bulk traffic in many guises. Although of course, handballing was a way of life in the mid '50s and – as Alan can testify – it was still a way of life for him 25 years later.

Transport Development Group

In the early '60s, Russell of Bathgate was doing well. While many of their competitors were making do with using vehicles until they were simply worn out, it became Russell policy to replace their motors when they were two or three years old. As Alan recalls: "Russell motors at that time had a reputation of being worked



▲ John Russell (Grangemouth) Ltd was a company set up by William Russell for his son John about 1959. It specialised in refrigerated traffic. Although the livery was very similar to Russell of Bathgate, Alan recalls the shade of blue was slightly different.



▲ By 1964, when this Leyland Octopus eight wheel bulker took to the road, the Russell firm was part of the Transport Development Group. *Photo: Phil Moth collection.*



▲ Take a look at the load behind this AEC tractor unit and just appreciate the sheer art – and time – involved in creating such a vision of stacked perfection. *Photo: William Denham.*



▲ Albion's factory built eight wheel version of their well-liked Reiver was named the 'Cameronian.' They were quite rare in the UK but Russell's were to have three of these lightweight specials. Geoff Milne recalls taking a train then a bus to reach Dreghorn Barracks in Edinburgh to record the gathering at the Lorry Driver of the Year competition. *Photo: Geoff Milne.*

hard but also of being well looked after. And there was no shortage of people who wanted to buy some of their second hand motors."

Such a policy required a big liquidity of capital – especially when your fleet had expanded to 140 strong – but it still came as something of a surprise when the industry learnt that in early April 1962, William Russell announced they had sold out to the Transport Development Group (TDG). The main reason behind the sale was ensuring such cash liquidity but with a quoted price tag of £780,000, the value of the operation is shown to be very high. The purchase was for RoB and W&J Russell (Storage Contractors) Ltd but it did not include the vehicle business of Central Garage (Bathgate) Ltd or the firm of John Russell (Grangemouth) Ltd. The latter was a business William had set up in his son John's name and actually had a livery very similar to the Russell of Bathgate fleet.

Russell's were to be one of TDG's big early acquisitions but they weren't to be the last as by 1966, TDG reckoned their Group encompassed an operation which was 4,000 vehicles strong. Of course so far as the Russell employees and customers alike, nothing changed as William continued to head up affairs. This 'business as

usual' approach was routine for virtually all of the TDG companies – although nothing lasts forever.

Bulk To The Fore

Being born in 1960, Alloa-based Alan came into the jobs market about '77. Unsure of his options at the time, the bottom line was to earn a crust and 'Young' McNally didn't shy away from hard work. Still too young to drive heavies, he was first taken on as a van boy for W Lawson Russell: "This was a business set up by William for another son and I worked on a small Leyland Terrier that was painted in the colours of Laing's Whisky. We did small deliveries to outlets all over Scotland."

The job, however, didn't last long: "I'm sure we lost the Laing contract and I seem to think the business then went into TDG." Alan then found himself co-opted into what was becoming the huge Russell of Bathgate (Bulk) Ltd operation. "They had started this new company in 1972 and at first it was ran alongside their established general haulage operation."

The only difference to these two firms was the use of a white 'Bulk' headboard. But as time evolved, all the Russell of Bathgate

operation was to be moved across into this 'Bulk' portfolio. As the TDG owners had all sorts of operations – especially in Scotland's Central Belt – it seemed common sense to hone individual business' to their own speciality. Any of their general haulage concerns could look after general haulage traffic so such work was taken off RoB as this firm became a bulk haulage specialist with Scotland's whisky trade being their main customer.

The Russell depot at Alloa, specialised in bulk operation and while a lot had changed since Russell bought their first bulkers in '55 the company still had the need for willing manpower: "My wife Elaine and I got married when we were fairly young," says Alan, "so I was looking to make some money and wasn't frightened to work hard." Alan obviously became an asset and for the next three years, he must have been involved in handballing probably thousands of tons of bagged material – no exaggeration. "I remember handling a lot of a powdered material called Scotafarm which was in 25kgs bags. We'd move 52 tons a day – provided it wasn't raining – and sometimes I'd be involved in loading the wagon and then unloading onto railway trucks just a few miles from the local distillery collection point."

Alan speaks very highly of Alloa's then depot manager Don Robertson and can also fondly recall Willie McGougan the regular driver of the Atky Borderer VSX 8M which was often used on that job. And it was to be Willie who put the 'L' plates onto his motor and taught Alan how to drive HGVs once he got to 21.

Alan's first motor was to be the day cab Sed-Atk 400 KSF 145T: "It had the 265 Rolls-Royce engine," he says. "It would only do about 61mph flat out but it was a great hill climber."

Try Something Smaller

You can imagine that 'Young' Alan was like a dog with two tails when he at last got on the road but within a year he was made redundant: "In the early '80s, the whisky industry went through a big downturn and work just disappeared." As one of the youngest on the staff, Alan was among the first of those to be made redundant in '82 although the Alloa depot was set to close in '83. Things went from bad to worse for the Russell of Bathgate (Bulk)



▲ The Bedfordshire based Peter Davies has long been a huge eight wheel rigid fan and he travelled to the Russell HQ in the main to record this rare Scania 110. Alan recalls the Primrose axle concern added a second steer to a six wheel Scania but the vehicle had its problems. It apparently later went to the Ayrshire concern of Reid's of Minishant. *Photo: Peter Davies.*



▲ By 1972, the Russell operation officially included their 'Bulk' liveried vehicles. A white headboard plus the Bulk name were the indicators to this change of emphasis. *Photo: PM Photography.*



▲ Picking three models out of a collection of 200 is quite difficult. Alan says the Bedford artie unit was based at Bathgate; the Atkinson eight wheel bulker was a Montrose vehicle while the Sed-Atk tractor unit is a model of his old motor. *Photo: Alan McNally* ▼

Ltd operation and by '85 it too had been totally closed down. William Russell wasn't to see this demise as he had passed away in '78 when Alan thinks he was about 65.

With a young family, Alan had to look around for work and was to spend the next 10 years in a variety of driving jobs. No surprise he didn't find anywhere as good as his time with Russell's and in the early '90s, he came off the road and has since worked in the glass bottle making industry.

That could have been the end of the Russell / McNally story but actually it's only half of it. Around 2000, Alan was looking for some sort of pastime to get into as he recalls their children – son Alan and daughter Claire – had by then both left home. He'd got into model cars as he'd always been a big fan of the Vauxhall marque but when a friend pointed out that Corgi had made a model of a Russell of Bathgate wagon, he wasn't impressed at all: "Its colour was all wrong," he says. "They just didn't get the shade of blue right."

Alan sets himself very high standards when he does things but long story short was that this disdain for the Corgi product was enough to make him want to right the wrong. And what started out as a simple re-paint has snowballed into something of a Russell of Bathgate production line.

Alan's goal over the last

20 years or so has been to recreate an example of every vehicle that Russell operated and to that end. Alan has used his mechanic talents by perhaps making one model from the parts of say three others. And so far the McNally fleet is counted at 200+ strong. To support his knowledge of the vehicles / business, he's also accumulated all manner of fleet lists, newspaper cuttings and photographs of vehicles stretching right back to the formation of the Russell concern. Having such proof to hand allows Alan to say – hand on heart – each specific miniature actually does reflect a vehicle that at one time was run by Russell of Bathgate.

Many people have model collections but most folk tend to have them boxed safely away with only one or two on show. Alan reckons he's lucky to have the space at home where one room is dedicated to displaying the huge collection of Battleship grey / Rangers Football Club blue painted vehicles.

However, best place to see them is probably at the Ingliston showground at the beginning of August. For the last five years, Alan has displayed his collection at the annual Scottish Truckfest event and no surprise it generates



so much interest. It's also no surprise that Alan has many regular visitors keen to see what new ones he's got since the last time.

Yes, while Russell of Bathgate may have ceased trading in '85, there's no sign of any slowing to the growth of McNally miniature memory makers. Keep trucking Alan – your many fans applaud your efforts. ♦

▲ Alan's first vehicle when he passed his Class 1 HGV test was a Sed Atk 400 artie similar to this one. *Photo: PM Photography.*



RUBBISH-THE DUSTCART

The UK generates millions of tons of rubbish each year and the disposal of the country's waste has led to the increasing use of technology in an effort to deal with the growing problems as the late Alan Barnes discovered.

With the modern emphasis increasingly on recycling as much waste as possible the use of the single dustbin for our household waste is very much a thing of the past.

With local authorities now providing an array of multicoloured bins and boxes for our sorted domestic waste there still

▼ **Horse drawn refuse collector typical of many London Boroughs** *Photo: Stilltime archive.*

remains the issue of getting the waste from the doorstep to the processing plant. Where would we be without the ubiquitous dustcart?

In the 1800s, waste collection in the country's towns and villages relied on the use of man power and horse power with rubbish being loaded into small carts. In 1872, the Public Health Act was passed and this established new urban and rural sanitary authorities while the later Public Health Act in 1875 made

the local authorities responsible for the removal of refuse and introduced the use of dustbins for household waste. The reliance on the use of the horse and cart continued well into the 1900s as details from the Municipal Yearbook in 1928 serves to illustrate. The publication included a survey of the rubbish collection in 93 towns and villages which revealed that at 63.3% horse drawn vehicles still made up the greater proportion of vehicles used for rubbish collection. A degree of mechanisation had certainly been introduced during the early 1900s which is reflected by the increasing use of Electric vehicles at 16.4%, petrol engine vehicles at 15.7%, steam traction, which was being phased out at 0.4%. There is also a reference to 4% of vehicles being 'Horse and petrol' combination which seems to be a reference to a container system which was being used in Kingston and a few other areas.

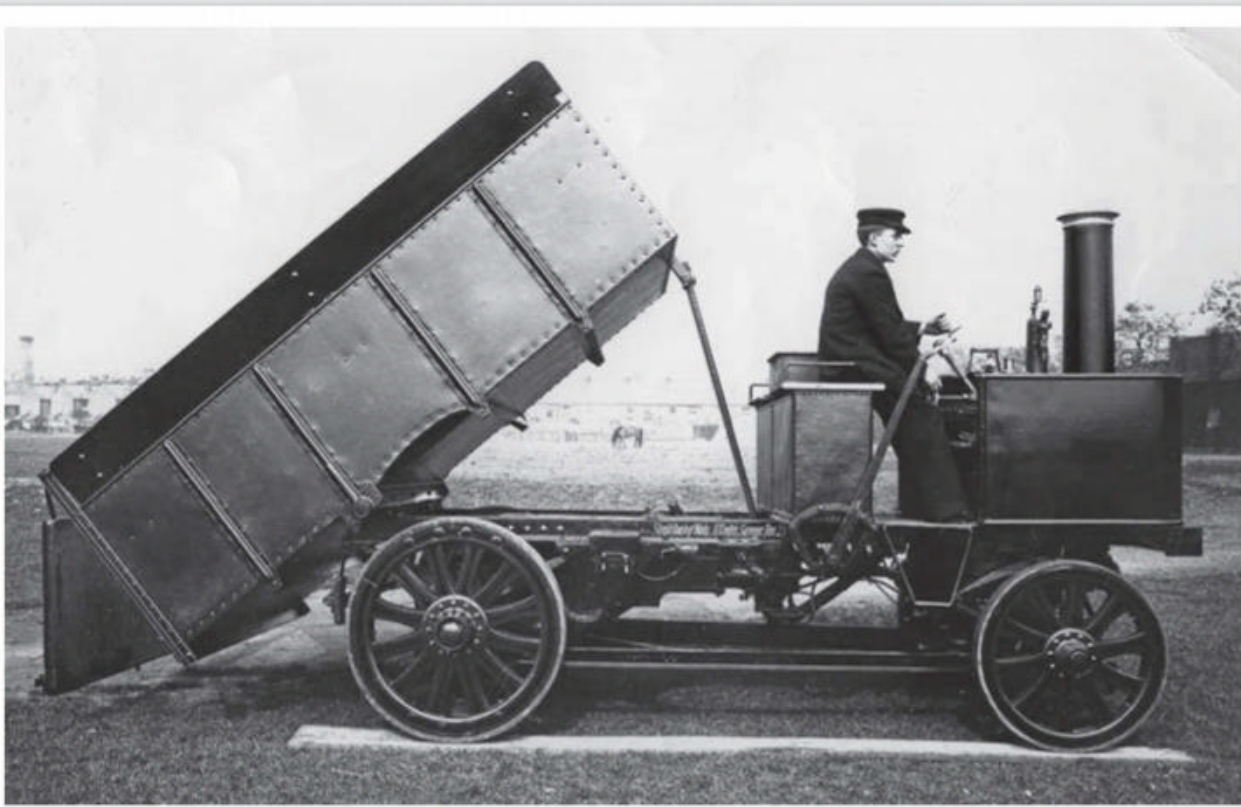
Steam powered dustcarts and street cleansing wagons had been used by some local councils as early as 1899 when the Westminster City Council added a steam wagon to its fleet and which was used on refuse collection duties. In the early 1900s, the leading steam wagon manufacturers



including Fowler, Atkinson and Garrett supplied local councils with purpose built waste collection vehicles and although they proved to be reliable performers their days were numbered with the increasing use of electric and petrol engine vehicles.

Motor vehicles were in use in London by 1900 and small four-wheeled tippers were being used to collect domestic waste for transportation to the newly built waste incinerators which were being built in greater numbers all over the country. By the outbreak of the First World War, a network of incinerators had been built in most of the larger towns in the South East of England as well as London. These incinerator plants had an additional benefit as the burning of the waste was also used to generate electricity and this in turn was used to power sewage pumping stations and treatment plants. This cheap source of power led to many local councils electing to use fleets of electric powered refuse collectors which began to steadily replace the horse and cart.

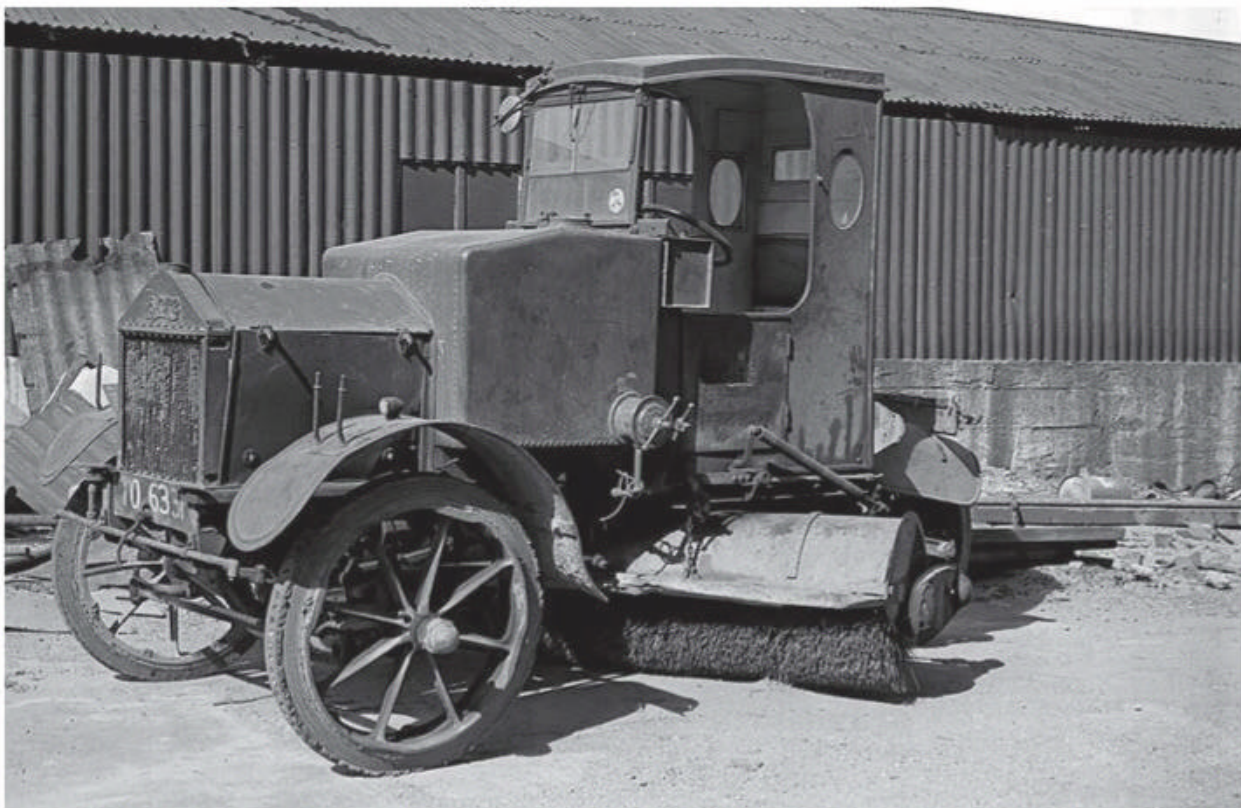
With the volume of domestic and business rubbish to be dealt with growing year on year the demand for



▲ Thornycroft steam wagons were in use by 1899 with Westminster Council.



▲ Horse drawn paper collection wagon in Kingston. The last horse drawn refuse collectors were used in Southampton until 1967 – Stilltime archive.



▲ 1920s Lacre road sweeper Photo: Stilltime Archive.

“Another early producer of refuse collectors was Pagefield Motor Vehicles which was formed in 1904”

specialist vehicles grew rapidly and the motor manufacturers were not slow to recognise the potential of this new market. By the 1920s, the importance of the growing market was certainly apparent and manufacturers were keen to have the opportunity to demonstrate their products. The Commercial Motor in November 1925 noted that “The Commercial Motor Users association has organised a demonstration of municipal appliances consisting of street sweepers, refuse collectors, gully emptiers and municipal tipping lorries during the progress of the Commercial Vehicle Exhibition, the Hammersmith Council having very kindly consented to afford every facility to enable the vehicles to be practically demonstrated.”

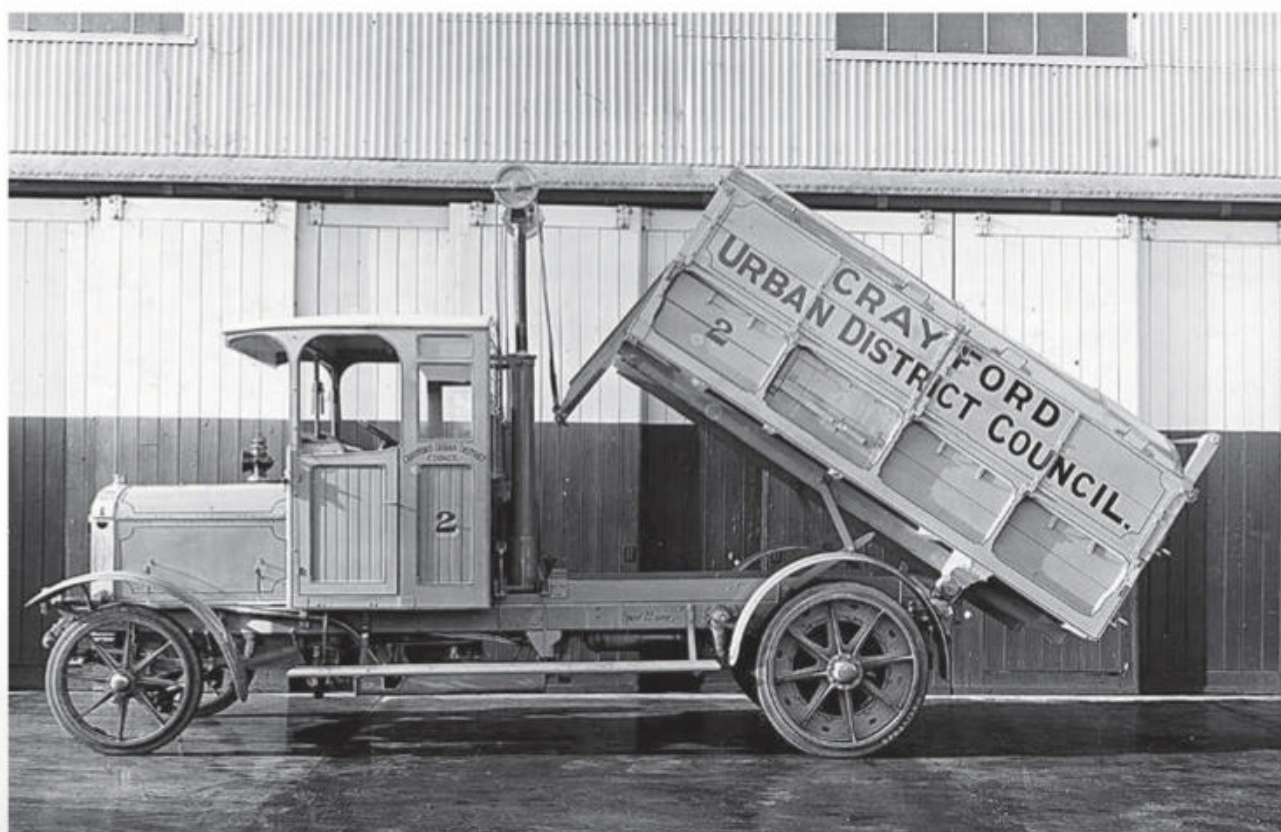
These events continued to be significant opportunities not only for manufacturers to present their most up to date ranges but also for the municipal fleet operators to assess the suitability of the vehicles for their own requirements. The Commercial Motor reported in November 1948 “To Municipal Authorities, the Public Health and Municipal Engineering Congress and Exhibition, which will be opened by the Minister of Health, will be one of the most important functions of the year. Covering all phases of refuse collection, highway maintenance and building site clearance, with appropriate types of specialised equipment, it will give municipal engineers the opportunity of examining and assessing the design and utility features of many new and improved machines.”

Established commercial motor

▼ **Dennis dustcart tipping near Washington area**
(Acknowledge Washington Library).



▲ **Fordson tractors with refuse collector trailers** Photo: Beamish Museum.



▲ **Small tippers such as this Thornycroft four-wheeled were used by local councils for waste collection in the 1930s** Photo: Thornycroft Society Archive.





▲ Refuse and municipal vehicles on show at Olympia Photo: Stilltime Archive.



▲ Battersea Borough Council Scammell Scarab refuse collector Photo: Stilltime Archive.



▲ These Scammell Scarab refuse collectors were used in Northampton Photo: Scammell Register.

manufacturers such as Dennis and Bedford had begun the production of vehicles which were suitable for waste collection but it was Shelvoke & Drewery, a 'new kid on the block' which made their mark on the industry.

This company, initially working from an old farm barn, developed and produced a small truck which proved to be a considerable success. They recognised the potential for their new vehicle not only for use in the refuse collection industry but in more general industries as well. In 1922, the business was moved to larger premises in Letchworth where production of their four-cylinder petrol engine 'Freighter' began. This distinctive vehicle featured 20in solid tyres, a loading height of only 23in and lever controlled gears and steering. Customers included the Express Dairy and J Lyons which used them as general purpose works and delivery vehicles but their potential was also recognised by the local authorities. The first order from a local authority, Deptford, came in 1923 and many more followed and of the first 100 Freighters to be built a total of 35 were bought by local authorities.

Over one thousand of the Freighters had been sold by 1929 and by 1932 they were in use in a variety of roles with over 300 councils. For over 50 years the firm continued to develop a range of purpose built refuse collectors which were to prove popular with the operators. The company eventually encountered financial difficulties and went out of business during the 1980s.

Another early producer of refuse collectors was Pagefield Motor Vehicles which was formed in 1904 and initially produced general commercial goods vehicles and military trucks. By the early 1920s, the company had developed a refuse collection vehicle which they supplied to the Borough of Southport to replace the existing horse and cart collection. The initial design was an early form of 'roll on roll off' vehicle with a four-wheeled cart being winched onto the platform of a four-wheeled truck. This Pagefield system was then adapted to include fixed bodies equipped with hydraulic rams for unloading the waste. The company continued to build refuse



▲ Cardiff City Council Scammell Scarab refuse collection Photo: Scammell Register.



▲ **Bognor Regis UDC Scammell Mechanical Horse street cleaner** Photo: Scammell Register.

collection vehicles until the 1950s when it ceased trading.

With Bedford having been acquired by General Motors the company began large scale commercial vehicle production in 1931 and while the manufacture of general goods vehicles and buses would be the main focus of the business their new chassis lent themselves for adaptation for more specialised requirements which included refuse collection. An early example of a Bedford side opening refuse collector was built in 1931 on a WLG chassis and supplied to the Sowerby Bridge Urban Council.

Bedford chassis were also used for gully emptiers and road sweepers with the basic chassis being fitted with bespoke bodies by firms such as Lacre which had previously been building its own three-wheeled road sweepers. Production at Bedford was interrupted in 1939 by the outbreak of the Second World War with very few commercial vehicles being produced as the company concentrated their efforts on the production of military equipment and vehicles.

After the war the company introduced new chassis which included the O Type and the later J Type and as with the

▼ **Crew cabbed Bedford O Type refuse collector on demonstration**

Photo: Stilltime Archive.



▲ **Bedford O Type Borough of Bermondsey Refuse Collector** Photo: Vauxhall Heritage Archive.



▲ **Bedford refuse lorry in Bath – the use of bins for household waste was introduced in 1875** Photo: Stilltime Archive.



▲ Faun refuse collector at Olympia exhibition *Photo: Stilltime Archive.*



▲ County Borough of Eastbourne Shelvoke & Drewery refuse collector *Photo: Stilltime Archive.*



earlier models these vehicles also lent themselves to be fitted with specialist refuse collection and road sweeping bodies and equipment. On some of the Lacre bodied refuse collectors the air intake for the engine would be extended in order to draw air from a dust free area at the top corner of the cab and left hand drive chassis were often specified for these vehicles. It is also worth noting that when the Bedford TK was introduced in the 1960s, another chassis which was used as a basis of a range of 'dustcarts' and road cleaning bodies, there were still some areas which were using horse drawn refuse carts. The last of the horse drawn refuse collectors were at work in Southampton until their withdrawal in 1967.

Another of the leading motor manufacturers, Ford, had introduced their Model T to the UK in 1908 and this chassis was also made available to specialist companies for the fitting of bodies suitable for refuse collection. Like Bedford as chassis design developed through the years almost every type of Ford rigid chassis was at one time used in association with a dustcart body.

Although primarily regarded as a heavy and medium truck manufacture Scammell in Watford were also responsible for the development of one of the most versatile types of small vehicle, the Mechanical Horse and the Scarab. Produced in their thousands they found favour in almost every type of industry and refuse collection was no exception. As small street cleaners, gully emptiers and dustcarts these vehicles were used in large numbers by local authorities all over the country.

Dennis became one of the leading manufacturers of refuse collection vehicles after introducing their first models in 1921. At the end of the Second World War, the company moved



▲ Faun street cleaner at Olympia Municipal vehicle exhibition *Photo: Stilltime Archive.*

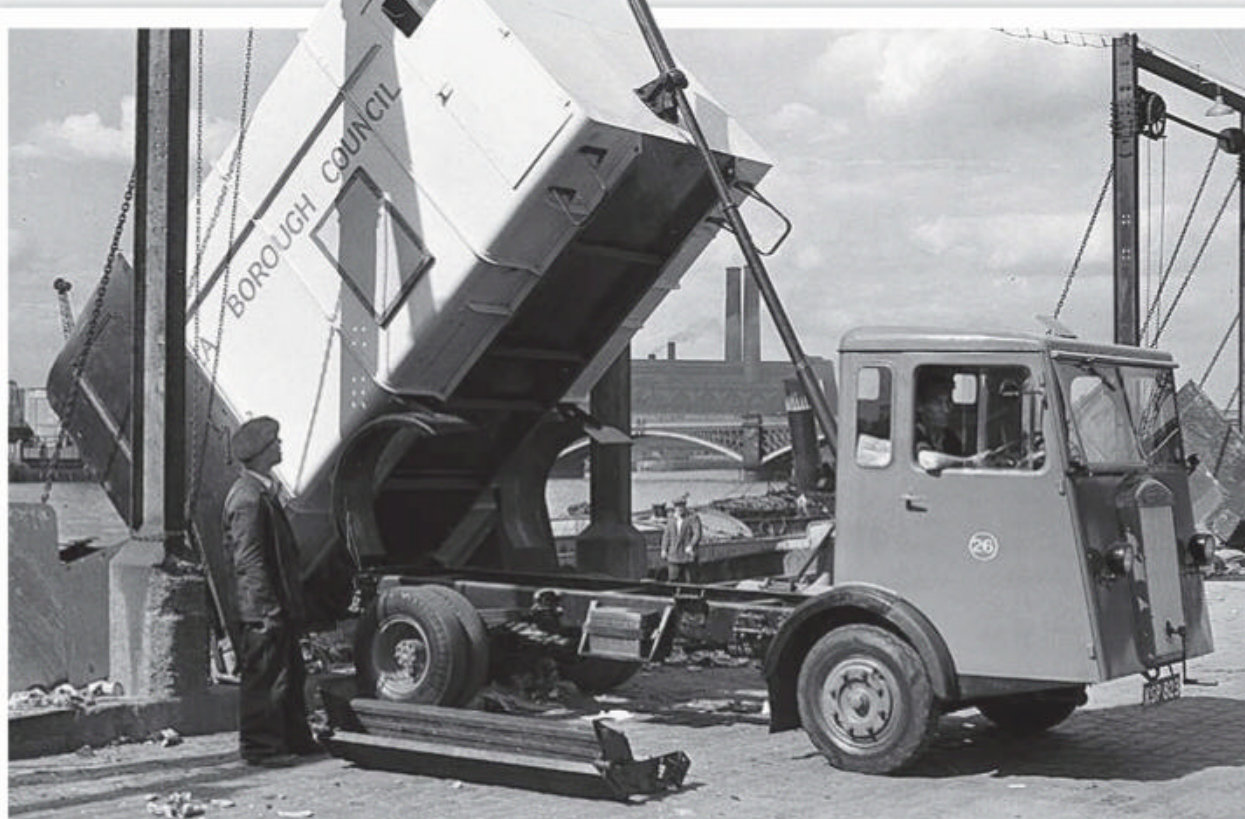
▲ Shelvoke & Drewery refuse lorry in use in Eastbourne *Photo: Stilltime Archive.*

“ The 1937 model range featured trucks ranging from the E2 2.5 tonner to the F4 8.5 tonner ”

away from general truck manufacture and began to specialise in refuse collectors and fire engines. Models such as the Pax, Horla and Stork were all used as the basis for waste collection vehicles. Today as Dennis-Eagle the company remains at the forefront of refuse collector technology and at the end of 2019 will be introducing its latest ECollect model a 100% electric fully integrated refuse collection vehicle.

Despite today's proliferation of multi coloured bins and boxes for the disposal of household waste and the increase in recycling it could be argued that the process of waste collection has changed very little over the years. It still relies on the use of bins being collected by teams of workers, manhandling bins and the contents being loaded into a vehicle, it would seem that there is still very much a place in today's transport system for the humble dustcart.

The use of information and photographs from the Commercial Motor, Stilltime Collection, Scammell Register and the Vauxhall Heritage Archive is gratefully acknowledged. ❖



▲ **Dennis refuse collector unloading into a river barge on the Thames in London**
Photo: Stilltime Archive.



▲ **Bedford S Type refuse collector**
Photo: Vauxhall Heritage Archive.



▲ **Poplar Borough Council Bedford J Type Lacre bodied roadsweeper**
Photo: Vauxhall Heritage Archive.



▲ **Bedford J Type** Photo: Vauxhall Heritage Archive.



▲ **Borough of Lambeth Bedford dustcart** Photo: Vauxhall Heritage Archive.



▲ **Crew cabbed refuse collector** Photo: Vauxhall Heritage Archive.



▲ **Shelvoke Drewery electric dustcart evolved from their Freighter** Photo: Stilltime.



▲ **County Borough of South Shields Electricar dustcar unloading** Photo: Stilltime.



▶ **Bedford TK with Eagle Crushload body** Photo: Vauxhall Heritage Archive.

▼ **Bedford TK with Eagle Crushload body** Photo: Vauxhall Heritage Archive.







Stuart 'Diesel' Dickson's beautifully turned out 1984 Leyland Roadtrain.
Photo Bob Tuck

THE FIREMASTER

The Firemaster was a special development in fire appliance design when it was launched in 1959. Mike and Julie Blenkinsop, look at the concept and follow the path of this small selection of vehicles and highlight interesting times for the future of Manchester Fire Brigade's Rochdale Museum.

During the post-war years, Leyland was probably the best-known name in British truck design, along with Bedford and their 'you see them everywhere' slogan, but in 1939, Leyland, unlike Bedford, moved out of fire engine manufacture and didn't return for almost 20 years. When they did come back, they certainly made an impact with their new concept appliance, the Firemaster.

Leyland had been building fire appliances since 1909 delivering their first engine to Dublin Fire Brigade and then continuing to supply many fine designs including some beautiful open-cabbed turntable ladders set up on the TD 7 bus chassis during the thirties. Many of the petrol engines supplied to the

National Fire Service to power the pumps on the Austin K4 and Fordson 7V heavy pump appliances were Leyland-produced motors. However, 1939 and the outbreak of the Second World War saw Leyland cease production of fire engine chassis and bodies.

In 1959, after 20 years away from the fire-fighting appliance market, customer pressure was building on the company to re-enter this specialist world. Leyland engineers were being asked by their potential clients for a different approach to a fire appliance chassis; they needed something special, so the company returned to their range of bus chassis to hopefully, provide answers. The chassis chosen was the Worldmaster, originally offered as an export-only model for the Olympic and Royal Tiger bus and coach range and believed to be officially known as the TFM 2. It had been around for a while, in fact since 1954, and had already proved itself with its innovative four-speed, semi-automatic, pneumo-cyclic gearbox and

air brakes. This chassis gave the designers the chance to put the engine, a Leyland 0.600 9.8 litre, 150bhp diesel under the chassis, mid-mounted along the rail length, thus leaving the bodybuilders with a flat-floor pan on which to mount the structure.

This was the beginning of 'Firemaster'. WXJ 286 became No 1!

The original concept for the Firemaster design had been created following a meeting between Manchester Fire Brigade's Commanding Officer, Lieut. Commander Hoare, V.W. Pilkington, Technical Director of Leyland Motors and the Carmichael bodywork company.

With the engine placed well away from the front of the vehicle, the designers were left with an open space in which they could relocate some of the fire-fighting equipment. In a radical move, they gave the new Firemaster bodywork a set of double doors at the front known to fire crews as 'the cocktail cabinet', which would house the water pumps, valves and their controls and provide the fire fighters with easier access to their equipment and their hose connections. The doors also split the Firemaster badge into two halves. Front-mounted pumps were quite common in Europe and the USA, but they were a rarity in the UK. A few of the National Fire Service vehicles were fitted-up with American Barton pumps during the war, but in almost all cases, these were located

▼ **6900 NF as it arrived at Rochdale Station, now saved for preservation at the Manchester Fire Museum in December of 2015. Image courtesy: Bob Bonner Manchester Fire Museum.**



Words: Mike Blenkinsop.

Photos: Millhouse Archive except where stated.

outside the vehicle, mounted externally on its bumper; Manchester did have a 1954 Dennis F18, NXJ 45, which had also sported a bumper-mounted, Metz-built pump on its Bankfield bodywork.

WXJ 286 was the first Firemaster appliance built and the finished prototype was demonstrated to Manchester brigade chiefs on the 6th November 1959 at their London Road HQ. This vehicle heralded Leyland Motors' move back into the fire appliance market after non-production of a fire engine chassis since before the Second World War broke out in September of 1939.

The opening front doors revealed the Sigmund FN5 primary pump and the Hathaway secondary high-pressure hose-reel pump connection which were a unique feature of these classic pump escape appliances; there were other innovations too. There was an interlock that prevented the vehicle moving when the pump was running, which also engaged with a cut-out to prevent the engine from being started. The main FN5 pump, built by Sigmund at their Team Valley works in Gateshead, could handle 900 gallons per minute – that's around five tons of water through a 6in pipe. This was a similar pump as supplied to most of the fleet of Green Goddess SPs run by the Home Office.

Only eleven Firemasters were built. Two were turntable ladders, one for Darlington, 999 MHN and one for Wolverhampton, 9990 DA. Both had Magirus DL30H ladders and 999 MHN was believed to be one of the first to have revolving blue beacons; it survived, while the Wolverhampton machine was scrapped.

One other 'special' was built-up as an ET (Emergency Tender), 6461 ND, with bodywork by A. L. Smith, but fitted out by MFB (the Manchester Fire Brigade) while four 'standard' pump appliances were built for Manchester and two for Glasgow. As mentioned, WXJ 286 was the first and had Carmichael bodywork, while 74 CGD followed and 7596 N and 6900 NF were acquired by MFB in 1960 and June 1963 respectively; they all had bodywork by Cocker. Originally designed as Pump Escapes, they were equipped with a wheeled-ladder, although as their careers entered their final years, they were re-assigned a single alloy ladder without the rolling capability. A left-hand drive version was discovered having been exported to the Middle East (believed to be Kuwait). They appeared to be consistent performers, staying in service until 1976, being well-regarded although considered to be a bit different.

Essex had ordered two, both PESTs (Pump Emergency Salvage Tenders). The pair had been in receipt of enclosed bodywork by David Haydon; 863 YPU was exhibited in the 1960 Olympia, Earls Court show for Essex Fire Brigade. The other was 864 YPU which was based at Grays, while 863 had been at Colchester, then Fronks Road, Dovercourt in Harwich. There is speculation that one of these two machines may have been rescued and is sitting in storage somewhere.

The Turntable Ladders did better, well, at least, the Darlington one did. Delivered in July 1960, I photographed it outside the old station



▲ 6900 NF on the station apron at Blackley Fire Station, Manchester, ready to go.



◀ Behind 'the cocktail cabinet' doors lie the pump and pump controls of the Leyland Firemaster, 6900 NF.



▲ A Leyland Firemaster, 6900 NF, fighting a fire in the Cheetham Hill area of Manchester.



▲ Having turned out the fleet of appliances into Borough Road, Darlington Fire Brigade's Leyland Firemaster Turntable Ladder is parked up in the street; only one of two TLs built on this Leyland bus chassis.

in Borough Road in 1979 and it looked in fine condition; another picture shows it still working in August of 1980. Powered by a Leyland 0.600, six-cylinder 9.8 litre diesel, its eight-ton weight was moved through a four-speed, pneumatic, semi-automatic box with no clutch pedal, so it was quite innovative for its time. It had its Magirus 100ft, hydraulically-operated turntable ladder fitted by David Haydon of Aston, Birmingham, which by this time had become the sole Magirus concessionaire in the UK. The TL whose large Leyland cab made it quite a tall machine, was almost too big for the old Borough Road fire station in Darlington, which had been built in 1904, an Edwardian period when a structure was designed to be multi-purpose, invariably as a police station or council offices as well as an operational fire station. The building's bays were also quite narrow, so it was very difficult to open the doors on adjacent appliances at the same time.

An interesting feature of the Turntable Ladder was that it had rear passenger doors so that crew could climb in and out, independently from the rear of the cab, whereas the

Manchester pump escapes had no rear doors, so the crew exited from the front passenger door; an odd situation, as the TL tended to be manned by the driver and perhaps one other fireman, whereas the PEs had a full crew! To add to this idiosyncratic bodywork situation, Glasgow did have crew doors in their 1959, Haydon-designed, machines.

Darlington's 999 MHN differed from its sister 9990 DA as it had no pump at the front so didn't require the 'cocktail-cabinet' doors, only a fake grille with no embellishments. The Wolverhampton TL had a large chromium metal handle on the left-hand door to provide access to the front-mounted pump equipment.

Brett Clayton, firefighter, with over 30 years' service, enthusiastic owner of seven appliances and reader of this magazine, drove the Darlington TL on its last service journey back to HQ (believed to be September 1983) before it was handed over to Maurice Cole of the FSNMT (Fire Services National Museum Trust) in November 1983. Brett had fond memories of 999 MHN, as the Northern Echo, one of north-east England's leading morning papers,

▲ A David Haydon advert, in one of the trade magazines, highlighting the Magirus-built ladder on Darlington's Firemaster Turntable Ladder 999 MHN.

reported. As a young trainee-firemen, Brett had been keen to experience the delights of being hoisted to the top of the 100ft maximum height of the Firemaster's ladder. Strapped onto the small platform at the top of the ladder, his colleagues duly agreed to project him to the extent of the ladder's reach. Following a long upward journey, he surveyed the splendid view of Darlington town. It was cold up there and without gloves, Brett was ready to descend and upon signalling his colleagues, the ladder started to move down, but then stopped. It went back up and then down again and stopped! The pawls which lock the ladder in place had failed to disconnect, leaving Brett out-on-a-limb, literally; 100ft up in the air with nowhere to go! The easy way was a long hike down the ladder but removing his weight off the rungs could allow the ladder rungs or 'rounds', in fire brigade parlance, to drop onto his toes, potentially chopping them off or at best, breaking them.

The two alternatives for rescue were to try to bring in another 100ft TL from another force or attempt a rescue with their own 85ft snorkel.



▲ Another shot of Albion Chieftain PXJ 944 D exhibiting the look of the Firemaster from a distance while in service with Manchester F.B.



▲ This is an appliance based on the Albion Chieftain chassis, an unusual choice but very similar in design style to the Firemaster. This is PXJ 944 D one of a substantial order to the Manchester Brigade.

The latter was the quicker method and, after the snorkel, at full extension, had been tied to the turntable ladder, Brett managed to climb off the ladder to swing down the 15ft (while still at 100ft off the ground, don't forget) into the snorkel basket. Since then, he says that he has learnt never to volunteer for anything! After that experience it seemed equally fitting that he should be the last brigade fireman to drive it!

999 MHN was considered by the men who operated it to be a good machine and comments have been made that it was a sad day when it was taken off the run. The Firemaster TL attended many local fires, although Darlington wasn't in an area which regularly called upon high-access equipment. Notably, it attended a major fire at Sloan's Billiard Room, next to the Duplex Garage in Grange Road in 1968 and the ten-pump fire at the Old Forge site in Albert Hill in May 1974.

We believe it was replaced in 1983 by a new machine for Durham County costing a cool £150,000 with more electronics and an ability to provide improved articulation for better access.

What happened to the rest of them? Although described in fire appliance enthusiast literature as having been preserved, we understand the following story regarding the only Emergency Tender is correct, although there is always the possibility of anecdotal evidence being recorded inaccurately.

In December of 1988, the ET was advertised for sale in the HCVC marketplace section of the monthly magazine, for £600, by Geoff Bottomley of Rochdale in Lancashire. It highlighted the Leyland engine, the pneumo-cyclic gearbox and the gvw weight of seven tons. It was said to be basically sound but did require attention.

Further information, from a reliable source, was that this was perhaps the time when the 1962 tender went into New Age Traveller ownership, but sadly, didn't have a happy existence. It was seen at Pilton and Glastonbury in 1990, having been painted in a depressing colour scheme of flat red, purple and black, overlaid with drawings of large snakes and then it was offered up for sale by Julian and Fi (travellers rarely use a second name). It was sold-on to someone who, allegedly, while on a 'trip' turned it over and 'wrote it off'; a very sad end to a unique vehicle. However, if it did survive, please let us know about it.

Firemaster pump escape 74 CGD, with Cocker bodywork, originally based at Glasgow's North West Fire Station, ended its days as a breakdown truck in Motherwell after some serious body alterations. There are images of it in brigade service, working at a fire in Glasgow, in 1964.

However, 1959 Firemaster YGG 209, with bodywork by Haydon, achieved more. Employed by Glasgow Brigade until the mid-seventies, it was saved for posterity and appeared in Kelvin Hall, the Clydeside Museum of Transport in the city, until the transport museum moved into a new £74 million-pound, super-museum, the Riverside Transport Museum, on the banks of the Clyde. It is believed that it was handed across for preservation effectively in 1975 complete with a



▲ The next generation of front-mounted, hidden pumps was the Chubb Pacesetter, seen here on the Chubb Fire stand at the Inter-fire exhibition in Olympia, in 1975. RSD 851 R was exhibited in the livery of Merseyside Fire Brigade, but none joined the brigade's fleet.



▲ After its service with Glasgow Fire Brigade, Firemaster 74 CGD's bodywork was cut down and a crane was mounted in the rear body for garage recovery work. Image courtesy: Ian Moore Collection



▲ The Chubb Pacesetter followed the Firemaster idea of hidden pumping equipment at the front of the vehicle, but few were made, mostly going across the globe to the South Australian and South African fire brigades.



▲ The French also needed to fit a pump to ex-service vehicles. Here is a Chevrolet YP type, 4 x 4 1.5-ton cargo fitted-up with an external French Guinard pump with a water tank mounted in the cargo bay, seen at La Loco en Fête in 2009. These 4 x 4 adaptations were often used on French air force and naval bases to provide fast, go-anywhere fire cover.

40ft wheeled escape ladder built by John Morris back in 1940.

Believed to be the last one built, pump escape, 6900 NF, was sold 'off the run' for disposal by Greater Manchester F S in 1976 and was acquired by a contractor, of whose profession is uncertain. Fortunately, it then attracted the attentions of an enthusiast who dry-stored it for a long time (although it did make an appearance at the York Historic Vehicle Rally at Clifton Park on the 16th of September 1979 – entered by R. L. Moverley of Crayke). At some time, it became the property of a North Yorkshire farmer until it was sold in 2009, at Harrogate, by Cheffins auctioneers, for the quite low price of £2,200.

It was then bought by a Mr Allen of Mexborough, in South Yorkshire, to add to his mixed collection of preserved historic vehicles. During this period, it spent some time as an exhibit in the South Yorkshire Transport Museum. In December of 2015, Mr Allen decided to sell-up and his whole collection was auctioned-off, which is when the Manchester Fire Brigade Museum became involved, acquiring it for total restoration.

Its curator, Bob Bonner, said: "Greater Manchester Fire Service Museum decided we really could not let another opportunity pass to bring the Leyland back to the correct side of the Pennines and we put in a successful bid for her. We brought her back home to Manchester under her own steam, just before Christmas of that year".

The first task was to replace the roof-covering, as this was leaking badly, along with similar work inside the main hose-lockers where years of wet-hose storage had damaged the interior. They have also sourced a John Morris 'Ajax' wooden extension ladder, but fortunately, 6900 came complete with its 55ft Ajax wheeled-escape ladder attached to the vehicle. Bob Bonner continues: "The appliance will be completely restored back to Manchester City Fire Brigade condition, including a long-overdue repaint from the dreadful 'orange-red' it has picked up somewhere on its journey".

Work has begun on it, but time is at a premium as it must be fitted in by the works team as they are both running the museum as well as another major restoration project, their 1971 ex-Rochdale FB ERF Emergency Salvage Tender. This machine, TDK 999 K, was bodied by HCB-Angus and was 'on the run' from the Rochdale Station.

Returning to 6900, a major repair has already been carried out on the power take-off for the pump which may have caused a potentially-serious problem with the driveline, but thanks to some precision engineering by MFB friends at TEC Engineering (Rochdale) Ltd., it has now been resolved and should be running smoothly once more. Sadly, the storage tarpaulin covering the roof must have had tears in it, as the material was peppered with holes, so they had to strip off the whole of the top side of the vehicle, ready for a new black, period-style, linoleum cover. The machine is in generally good condition, although it needs a lot of TLC and painting. Hopefully,



▲ London Road appliance bay in Manchester in 1956 at the time of the Golden Jubilee; not much changed from when it had stabling and water troughs for the horse-drawn fleet. The appliances, from camera position, show: a rare Dennis F18 with front-mounted pump, ONB 876, a second Dennis F type, followed by a Leyland TD7 turntable ladder, an ex-NFS Fordson 7V (either a heavy pump or a salvage tender), an Austin K4, 60ft, ex-NFS turntable ladder and an ex-NFS Austin K2 auxiliary towing vehicle. Image courtesy: Manchester Fire Museum.



▲ The base for the new Manchester Fire museum in the old Rochdale Fire Station in Maclure Road, seen when in use by the Greater Manchester Fire Service.

Image courtesy: Manchester Fire Museum.

it will not be too long before it starts to look like it did, standing on the station apron, front-of-house. In fact, recent news posts suggest a possible debut onto the rally field soon.

Manchester obviously liked the interesting frontal shape of the Firemaster as they also had a small fleet of unusual Albion appliances which exhibited a very similar flat-front Firemaster-look, except the equipment was back in its traditional place. Albion were not a big manufacturer of fire appliances but when they did, the bodybuilders built some innovative body designs on their chassis. These Chieftain-chassis pump escapes were bodied by Carmichael and in service in the late sixties to mid-seventies, examples being PVR 927 J and PXJ 944 D. A pair of salvage tenders on the Claymore chassis with the same looks, but with Cocker bodywork, were also used until 1975.

The unusual layout of the front-mounted pumps didn't end with the Firemaster, however. A project between Loughborough University, the Manchester Fire Brigade and Chubb Fire Security Ltd. created a new design which appeared as the Chubb Pacesetter, unveiled at the Interfire exhibition at Olympia in 1975. Built on a Reynolds-Boughton 'Scorpio' high-performance chassis, the initial prototype was believed to be powered by a Detroit diesel, however the small production run is thought to have had the Perkins 640-V8 210bhp engine fitted. It had quite a few

enthusiastic followers, but although Manchester FB were heavily involved in its design, and it was exhibited in Merseyside Fire Brigade colours at the exhibition, it never ran in any UK fleet and all 13 appliances built, following the prototypes, appear to have left the shores of the UK; five were ordered by the South Australian Fire Service and another eight may have gone to South Africa.

This appliance was the last of this type built by a British manufacturer. Happily, two appear to have survived on UK rally fields, RSD 581 R, the exhibited prototype following industrial use in Scotland and OYH 417 R, purchased by Barrie Green from the Fire Services College in 1994.

Meanwhile, the new Greater Manchester Fire Brigade Museum trustees had worked hard over many years, finally securing an 82% Heritage Lottery Fund Development Award. £108,000 has been awarded towards the rebuilding and re-creation of the original fire station and museum at Maclure Road, Rochdale, as the original museum was located in the workshop next door since 1983. This will give a 400% increase in available display space. Further plans involve making the station's 115ft hose tower into a viewing platform to provide visitors with an appreciation of the surrounding town and countryside and hopefully, will incorporate lift access. When expected funding comes through in summer 2018, work will progress to a projected opening date in the autumn of 2019.

The former MFB HQ on London Road has been redundant as a fire station for over 30 years, a magnificent building owned, until recently by Britannia Hotels. It has now been taken over by Allied London and is being re-developed into a new hotel, retail, housing and office complex, preserving the fire and police station building's original features.

Very recently the museum has added another vehicle to its growing collection. A Mercedes 1124F of 1992 vintage has joined the force. K 630 KMB has had its original Locomotors crew-cab, water tender body adapted into a beavertail



▲ A nice period shot showing Rochdale Fire brigade line-up with their period white-fronted fleet, circa 1970. Left to right are: Bedford ET, and four Dennis F series appliances. The centre vehicle is Dennis F21,125ft Turntable Ladder PDK 717, which served 22 years at this station and is now also displayed at the Fire Museum along with the Firemaster. *Image courtesy: Manchester Fire*

transporter which was used to carry the Cheshire Fire and Rescue Service Heritage Group's collection of non-motorised vintage pumps to events away from their home base; Manchester will now be using it for the same purpose, carrying their period horse-drawn, pump carts to rallies and instructional events around their area.

So, what did Leyland do after building the Firemaster? Well, they did what they did back in 1939 and stopped building fire appliance for another 25 years until their return with the 12-ton Leyland Freighter 16-17 with an order from Lancashire County Fire Brigade; the first 12 of a 26 vehicle order was being delivered in late 1986 (one example being D 100 TRN). With bodywork and equipment by either Fulton-Wylie or Mountain Range, they were powered by the Leyland 420 six-cylinder diesel driving through an Allison auto box until 1989, but later took the DAF 180 turbocharged engine. Although the company were looking for export orders with interest shown by both Singapore and Australia,

they did sell them into the domestic market of Buckinghamshire, Gloucestershire and Greater Manchester Fire authority too.

However, by this time the Freighter had become a DAF which continued to build fire appliances on their LF chassis offering other bodywork specialists Emergency One and Reynolds-Boughton. Although 'off the run' now, a few have passed into the hands of preservationists.

Thanks to all the many enthusiasts whose knowledge contributed to this article, especially Bob Bonner, son of Bob Bonner senior, who founded the Fire Brigade Society over 50 years ago. Bob 'junior' is now the manager of the Greater Manchester Fire Services Museum. Special thanks to Brett and Jo Clayton and Ron Henderson also for their enthusiastic input. If you feel you would like to pursue interest in the history and preservation of fire appliances, look at the Fire Brigade Society web site and join up. <http://www.thefirebrigadesociety.co.uk> ♦



▲ Fire vehicle, Land Rover 4999 HN, hides the front of the Firemaster turntable ladder as, using four ladder extensions, it projects its firefighter over the roof of the building in Bakehouse Hill, in the centre of Darlington. *Image courtesy: Brett Clayton.*



▲ The Leyland Firemaster turntable ladder is at the centre of this difficult fire at the Duplex Garage and Sloan's Billiard Room, a well-known local landmark in Grange Road, Darlington, probably in 1968. Two Dennis appliances are behind the Firemaster with a Durham County Bedford HCB-Angus water tender in the background. *Image courtesy: Brett Clayton.*

GOING UPMARKET

Robert Campbell from the Vale of Leven is a keen collector of old commercials. Bob Weir went to Dumbarton to see his latest acquisition, an upmarket 1979 Bedford TM.

The Vale of Leven is located to the west of Glasgow, near the estuary of the River Clyde. The region has a tradition for making commercial vehicles and is close to Albion Motors old factory at Scotstoun. Robert's family has lived in the area for many years and owns Robert Campbell Commercials, a business started by his father in the 1960s.

"My father began the business back in 1964 using the severance pay he got from an engineering job," Robert explained. "He started

work on the same site that our company uses today, although the business has been located at several different depots over the years. He started off scrapping old cars, then turned to lorries and other commercials. This still forms the main part of our business, although the types of vehicle have obviously changed over the years."

Having been brought up with commercial vehicles, Robert joined the business as soon as he left school.

"The business was still growing, so the move

Specification

Make:	Bedford TM
Year:	1979
Registration:	WFO 874T
Engine:	Bedford 500 8.2 litres
Cylinders:	6
Gearbox:	6 speed with overdrive
Top Speed:	70mph

made sense," he recalls. "I was already familiar with most of the different lorries and passed my HGV when I was twenty-one. Although synchromesh gearboxes were common by this stage, I also knew how to drive the older types."

Robert only started collecting lorries in the last few years, although he is certainly making up for lost time. His current collection



Although Bedford were keen to market the TM to commercial operators, the British Army were also big customers. Ultimately this would prove to be the company's undoing, although this was more down to political intervention by the then government than the lorry's ability.

Words: Bob Weir
Photos: Bob Weir unless stated



Robert Campbell with his 1966 ERF LK.

includes several classic commercials, and a rare converted Albion WD. CX24S tank transporter nicknamed ‘The Beastie’. This lorry has become a popular sight on the Scottish Vintage Vehicle circuit, especially at Albion’s spiritual home at the August rally in Biggar.



1979 BEDFORD TM



◀ ▲ The cab was a marked improvement over previous Bedfords, and went on to win several design awards including the 1974 Paris Motor Show.

▼ A low kerb weight was important to many operators, but although the TM ticked a lot of the right boxes sales were disappointing.





▲ Robert's Albion WD CX245 tank transporter nicknamed 'The Beastie' was one of the first lorries in his collection.

"I bought my first lorry 'The Beastie' back in 2012," he recalls. "The other lorries have followed at regular intervals. I spend most of my weekends during the summer going to various rallies on both sides of the border. It's a great deal of fun and you get to talk to a lot of other enthusiasts. I usually take more than one vehicle along depending on the distances involved. There are also some good vehicle auctions held in Scotland, including those run by the Morris Leslie Group based at Errol airfield in Tayside."

The Beastie is one of Robert's favourite lorries, and still brings back some fond memories.

"The Albion is quite well-known, and I had read about the lorry in various publications over the years," he said. "I'd been trying to track it down without success. I then discovered

the vehicle was living just up the road on the outskirts of Stirling. I went to see the owner as soon as possible, and when I first saw the lorry it was totally covered by tarpaulins. We came to an arrangement, and I brought the Albion back to the Vale of Leven. The lorry's refurbishment took a fair bit of work, but I was very pleased to start my collection with such a rare commercial."

Most of Robert's lorries are refurbished in-house in his own workshop. He is an accomplished mechanic in his own right, but also gets help from some of his employees. A lot of the vehicles are the same types that were once used in the family business.

"The FT27AL Albion Claymore was originally fitted out as a horsebox, and used for work in a local abattoir," he said. "When I got hold of the lorry it was mechanically sound, but



▲ Bedford's own in-house engine proved a popular choice in the TM, despite buyers having the option of Detroit diesels or the Cummins NTE 290.

the bodywork needed some attention. I usually put my 1950s Ferguson FE 35 tractor on the flatbed when I take the lorry to shows to add a bit more interest, and the combination seems to go down well."

Robert has also acquired an old Austin Loadstar, which was a popular lorry in the 1950s.

"I got the Loadstar from an old friend of mine," he recalls. "My father owned an ex-military version when he first started the business, and the lorry brings back some good memories. It took a bit of time to restore the Austin, but I wanted it to look the same as the vehicle my father had used right down to the company paintwork."

Robert has also been fond of the Bedford TK over the years, partly because he believes that the design was well ahead of its time.

"I have two TK's and they are over ten year's difference in their ages," he said. "They are both mechanically sound and run just fine. The older Bedford was also kitted out as a horsebox although this time for recreational purposes, and the later TK served several years with the RAF."

Despite the many responsibilities involved running the family business, Robert always keeps one eye open for his next lorry.

"I try all the usual sources," he said. "Specialist



▲ Robert's vehicles all look nicely signwritten.



▲ Take heed or things could get messy!



▲ The Austin Loadstar is a favourite and was used in the early days of the family business.

“If I like the look of a lorry, I’ll either make an offer or put in a bid”

magazines like *Heritage Commercials* are useful and there is always the Internet, which has become increasingly relevant over the years. You can also talk to other owners when you go to rallies, and some of them are usually open to offers. I also regularly visit classic auctions like Morris Leslie, as it’s nice to see a lorry before you decide to put in a bid. I’ve learned over the years to be patient, and to avoid paying over the odds. Seeing a vehicle in the flesh for the first time, also gives you the opportunity to spot the obvious duds.”

Robert’s other lorries include a 1966 ERF LK4, a 1983 Scania 114, and a 1959 German Mercedes.

“These lorries have come from a variety of sources and in various conditions,” he said. “If I like the look of a lorry, I’ll either make an offer or put in a bid. That’s the fun part. The hard work comes later when you start the vehicle’s restoration.”

One of Robert’s recent acquisitions is a 1979 Bedford TM.

“I always keep an eye out for Bedfords and heard about WFO 874T from one of my contacts,” he explained. “The lorry was originally new to the Road Transport Industry Training Board based in Falkirk. They kept it for several years before moving the vehicle on to D J Manning auctions, who were then based in Bo’ness on the Firth of Forth. I’ve been told they used it as a yard shunter vehicle, before it was eventually stood down.”

“By the time I got hold of the Bedford in 2014, the lorry had not been used for five years and was a bit of a basket case. I finally got around to restoring the lorry quite recently, and like most of my vehicles the work was done in house. This usually involves a full ‘bottom up’ resto, with the body being stripped down to the bare bones. We try not to rush, so we get things right the first time.”

The model TM was made between 1974 and 1986 and was Bedford’s attempt to compete with the likes of Scania and Volvo. The lorry was aimed at the high-spec cab end of the market, in the maximum weight long-distance category.

When the TM was first introduced it was a modern-looking lorry and won several design awards, including best cab at the 1974 Paris Motor Show. Two cab styles were available, a wide F-type and H-type sleeper version. Buyers were also offered several engine options. These included a pair of Detroit Diesel two-stroke V6 and V8 units, the Bedford 500 turbo ‘8.2 Blue’, or a Cummins L10. These could be driven either through a Fuller or Spicer transmission and S.O.M.A. rear axle, although the latter was withdrawn after 1982.

To keep pace with the pack, the TM was available either as a rigid or tractor unit. Despite intense European competition the Bedford ticked most of the right boxes and was popular



▲ Robert’s 1950s Albion Claymore in alternate family livery.

with some UK operators. The lorry offered new standards of comfort and refinement particularly by Bedford standards, and became a common sight on Britain’s roads.

The lorry was updated in 1982 with the new Detroit Diesel ‘Silver 92’ engine, new frame, and other revisions. The high-revving Detroit engines introduced in 1982 were not popular with UK drivers, who were used to slow revving, long stroke engines. Haulage companies were also wary because of the engine’s poor fuel economy.

The Fuller transmission was given a new telescopic shift mechanism, which meant a sealed cabin floor. The cab was also counterbalanced to allow one-man tilting, and two front flaps were fitted improving access to the lorry’s mechanics.

The TM was also popular with the Army,

which was one of its biggest customers. The 4x4 variant was particularly successful and was developed to meet the Army’s needs. Military lorries were usually equipped with the Bedford engine driving through a heavy-duty six-speed gearbox, with two-speed transfer and hub reduction axles.

Sales of the TM declined during the early 1980s, as the type struggled to compete against the likes of the modern Volvo F12 and Scania 112. The lorry was also starting to look dated compared to most of its rivals. Production ceased in 1986 when GM (General Motors) decided to close Bedford, after the company failed to win the latest round of military vehicle contracts. Despite this setback, 4WD and 6WD versions continued to be used by the Army for several years.

“The lorry is great fun to drive and I’ve



▲ This 1959 Mercedes L312 and Morris Minor estate makes a pleasing combo.

“Robert also likes to occasionally take one of his old classics out for a spin”

already taken it to several rallies,” Robert explained. “The gearbox is easy to use, and the top cruising speed of 70mph is enough to keep pace with modern traffic. The Bedford in-house engine is also quite economical, which can sometimes be an issue with the rising cost of diesel.”

Going to rallies can take a bit of forward planning, particularly if you are exhibiting more than one vehicle.

“Depending on the lorry and distance involved, I generally use one of my modern flatbeds,” he explained. “If I’m taking more than one vehicle say, like the Albion rally at Biggar, I need to arrange for additional drivers. It takes a bit of planning, but we usually get there in the end.”

When he’s back on home turf, Robert also likes to occasionally take one of his old classics out for a spin. He can often be seen driving round the Vale of Leven, just for sheer enjoyment.

“I just like getting behind the wheel of one of my lorries,” he explained. “Most of the locals probably think I’m a bit daft, but I do get friendly waves from other lorry drivers. These old commercials are getting more and more scarce as the years roll by, and I am happy to do my bit to preserve them for future generations.” ♦

▼ A pair of Robert’s Bedford TKs bask in the warm sunshine.



▲ Another pair of old Bedford’s waiting to be restored. Although Robert has a big yard, he is starting to run out of space! ▼



ORANGE APPEAL



Iconic and distinctive.

You really cannot beat a tired and worn old workhorse. It shows that throughout life there has been-and still will be jobs to be done and that often requires a classic commercial built for that sole purpose be it furniture removals, TV license detection or in this case, rescuing stranded motorists. Dean Reader found an honest working classic.

Humble Beginnings

In the town and locality where I live, there are lots of garages around. Some are hidden away and are owned and managed by one guy with maybe two or three others working for him. Other companies are huge and, modern in their practises. There are lots of self employed one-man bands who advertise their experience in shop windows but, around New Milton in Hampshire, ask someone about an older style garage who are happy to work on classic cars and they will surely say Ashley Garage in the smaller parish of Ashley, just outside New Milton.

Located on the crossroads, there is a car sales dominating the view, but around the side are the walls of the original garage and some sealed over doors. Look behind and looming up high is the domed roof of the main garage which in fact is an ex-Second World War hanger that came from nearby Beaulieu airfield in the early 1950s. It was bought for just £1 by the father of the



► Dashboard is pure and simple.



▲ The Harvey Frost crane is still working and carrying cars.

Rickman Brothers, Derek and Don who aside the lorry/commercial business also ran their motorbike scrambler team from there. After moving premises in 1958/9 when the garage was sold to a Tony Watts, they started their own motorcycle company called Rickman Motorcycles.

Among the staff, Tony's son Ricky worked at Ashley Garage and the main star of this feature Mike Tandy, worked as an apprentice to him.

Sometime in the 1960s, the Rowsell family took over the garage before it was sold to the Oliver Ricks Group in 1973,

the whole building remaining generally unchanged. Four years later, Mike and Bob Corbin bought the business together and to this day, it goes from strength to strength.

Honest and Original

It was back in 1965, when the firm's ageing Austin recovery truck, believed to be an A70 pick-up with a hoist on the back needed to be replaced and that was when they bought EFX 123C, a series IIA Land Rover brand new and then in a green livery. Naturally a long wheelbase 109in chassis was required and this in turn was



▲ No fancy paint or shine for this engine; the old green paint can still be seen.



▲ Signwriting like the paint, is original from the 1960s.



▲ The original 4-digit telephone code.

fitted with its Harvey Frost crane and at this point, little did they anticipate that she would still be going out on occasional breakdown recovery jobs today!

This is more proof, if indeed any was needed again of the merits of owning a Land Rover; if treated right they will just soldier on and on. Over the years, apart



from a respray into the orange around 30 years ago, all that has been required is the usual general servicing, it literally has required nothing, which sadly makes for such a small feature, but what an interesting survivor!

I was equally pleased to see that the now faded paintwork still bears the original 4-digit telephone code for the area, they have not updated any of it and why bother when everyone knows who they are and where they are based?

My thanks go to Mike for his time with this feature. ♦

“Mike and Bob Corbin bought the business..... to this day, it goes from strength to strength”



▲ Their Ford D-series used for transporting larger cars.



▲ Their latest work hack is a VW Caddy van.



▲ Tony Watts c.1958.



▲ The garage present day.



END OF SEASON NEWARK



▲ The weather was dull and overcast on the Saturday, but people made the best of it with Graham Reed's 1959 AEC Mercury artic and Commer QX tractor unit looking the part.

The season finished with a flourish, despite heavy rain causing havoc in this part of the county. However, the Newark Vintage Tractor & Heritage Show came through on 9-10 November with a successful weekend says Peter Love.

This year, International Harvester Co was the main tractor feature. Here they celebrated 70 years since the first Doncaster built Farmall M tractor left the line in August 1949. In fact, that tractor Peter Neale's Farmall M No. 1001 was here for all to see in the flesh. There was a black and white picture of this tractor that cost just under £1,000 to buy, travelling on the works 40s normal

control K5 series truck being delivered to its first owners.

There were sadly only two International trucks at the show, IHC had started in the commercial vehicle market during 1907. The oldest here being Robert H Crawford of Frithville 1924 type 43 two-tonner dropside with its wooden wheels and was the first year of the new range. Gone was the French bonnet with the radiator behind the hood and chain-drive had

mostly disappeared, but could be had by special order only. The final-drive was a plain bevel double-reduction. Amazingly in 1924 the company made 24,000 trucks and some found their way to the UK, interestingly that total was doubled by 1930. It was pleasing to see Robert Crawford junior here who now runs the company, bring the venerable truck to the show.

In the wet and damp feature marquee



▲ The original Ford Thames ET6 of Sean Whelan carries a 1949 registration making it a very early example.



▲ The Morris-Commercial LC5 of Andrew McKenzie had travelled down the A1 from Cumbria to the show.

stood the ex Bradley of Accrington IHC Doncaster-made 1966 Loadstar 1800 artic unit YTD804D. It looked great and reminded me that BRS had a small fleet of Loadsters at one time. The IHC trucks were made at the Doncaster works in rigid and artic form, from 1965-1969 and suffered from front axle problems of all things and were known to lose wheels!

Moving outside where there were approximately 50 commercial vehicles dotted around, we came across John Blant's lovely military 1944 Austin K5 three-ton four-litre forward control 4 x 4. It carries a four-speed transmission and looked good with its GS bodywork and was part of some 12,280 made, I believe. I liked the 1958 Morris-Commercial LC5 of Andrew McKenzie of Cumbria, but the programme listed it as a Mercedes! The 2050cc ohv petrol engine certainly got the truck along the road well, a type we saw in the workshop in my early days of my apprenticeship in the 60s.

As for the heavies, Graham Reed's 1959 AEC Mercury artic with stepframe trailer looked the part with his Commer TS3 QX tractor unit and flatbed next door. I presume the Commer was a TS3 two-stroke example by the exhaust position. However, there were plenty more here, particularly Fords. Back inside I loved the early and so original 1949 Ford Thames ET6 HCG499 dropside of Sean Whelan. There was a 1953 example of Kevin Mather entered here and more Fords outside.

This included two Ford Thames 300Es of Melvyn Tonge and Alexander Scott. I also noted in the programme the 1970 LT10 that had been imported from the USA some five years ago now. Further up the ladder, were a couple of Ford Cargos from William Saunders and Phil Ufton and Patrick Coxon with his 1985 example not forgetting Dean Frances' winning Cummins V8 example of 1987.

There were plenty more makes here but time had caught me out. By now it was 5.30pm and there were only a few of us left as everyone gathered for the prize giving at 6pm in the George Stevenson Pavilion. I slipped away to head off on my four-hour journey home in heavy rain for the second year in a row! It had been well worth visiting this show again, having thoroughly enjoyed this end of season event, congratulations to everyone involved. ♦

Relevant Results
Best Club Stand
Alex Bell Carrington Steam & Heritage
Best Land Rover Classic
John Atkinson Land Rover Series III
Best Military Vehicles
John Blant 1944 Austin K5
Best Commercial
Dean Frances 1987 Ford Cargo



▲ Difficult to capture on camera owing to its position the Crawford's 1924 International type 24 was great to see here.



▲ John Blant's 1944 Austin K5 with its four-litre petrol engine was to win best military vehicle at the show which it thoroughly deserved.



▲ Great to see out the Fenton's British built 1966 International 1800 Loadstar.



▲ That very first Doncaster built 1949 IHC Farmall M is seen on its way to its new home with the Second World War International K5 doing the transport job.



35th Lancaster Insurance NEC Classic Motor Show



The 1961 Austin FGK 80 ex Welsh mobile library is something else and attracted great attention here.

There was a stunning array of machinery to admire at clearly Europe's biggest and best classic motoring show event held over 8-10 November 2019 at the NEC Birmingham as more than 70,000 visitors witnessed, says Peter Love.

The show covers just about every aspect of the classic motoring scene from veterans to classics. In fact, that's what makes this show different to most as one walks

around with always a good smattering of mostly light commercials to make the show even more special.

One thing is very clear, you cannot these days do the show properly in just the one day even if I tried to do just that on the opening Friday. I walked 18,674 steps my phone calculator told me taking in what I could in Halls 1-8 from 9am – 7pm.

There were over 300 club stands and 3,000 plus vehicles around the place and one thing you note is the growing interest in 90s classics and these were catered for

well, which is good to see. It all helps the movement grow with younger people coming in and Hall 8 was packed.

Even though our hobby is under greater

threat than ever before owing to the 'green' fraternity and 'go electric' it proves to our and other European Governments that the 'old vehicle' industry means something

► This 1951 Chevrolet Suburban Sedan delivery van with its 216ci straight-six engine (similar to Bedford engine) of Stuart and Claire Davies looked something good!



and creates so much to our UK economy every year. In fact, the FBHVC 1997 survey showed that the contribution was £1.6 million, but by 2016 it had gone up to £5.5 million and around 35,000 people are employed in the vehicle movement and that figure has grown since, I am told.

One of the features at the 2019 show celebrated the card game Top Trumps that so many of you played in your youth. In fact, this card game was not just for commercial vehicles and covered all manner of subjects from plant, racing cars, ships, planes and so much more.

The famous card game became part of Waddingtons in 1982 that expanded the range, but in 1999 it was relaunched by Winning Moves and is still with them today. The author of this article created the Top Trumps tractor cards in 2015! But the Top Trumps object here was to find the vehicles that matched the Lancaster Motor Show Top Trump pack that you acquired at Lancaster's stand in Hall 1 and I think it worked well when you got down to it.

One of the Top Trumps was on a vehicle we have recently featured in Heritage Commercials with the 1961 Austin FGK80 ex Aberdare mobile library of Ray and Kenny Walsh who had taken three months to restore it, which is remarkable in what they did. I loved the imitation books inside all shelved. The team were welcoming everyone inside all through the show.

Not far away, was the Morris J-type display remembering the star at the 1948 Commercial Motor Show was this new

▼ A remarkable restoration has been done to the Standard 10 6 cwt pick-up particularly to the condition it was in at the March 2019 NEC Restoration Show.



▲ Rare to see in this format the Dagenham built (total 22,000) Ford Pilot van which looks superb with its flathead V-8 under the bonnet.



▲ Part of Pride of Ownership competition was Dale Coan's 1997 Daihatsu Hijet S120/130.



▲ Seen in the Silverstone Auctions was the stunning 1978 Toyota Cruiser FJ40 4x4 that sold for an amazing £30,375.





▲ Mike Brewer of Wheeler Dealers fame interviewed by Quest's Paul Cowland on the Discovery Live Stage

style of panel van. There was a whole host of these vehicles here in Royal Mail and Post Office Telephones livery. Next door was the Morris Leslie 1958 Austin 101 van that was delivered new to Adams Garages of Colchester to an Essex greengrocer on 9 September 1958 at a cost of £532. It was all part of the J-Type Register's glorious stand. I also spotted the Morris Minor mobile caravan what a sight, that attracted great interest.

Going up in size was the 1975 Volvo F88 4 x 2 tractor unit of Carl Evans from Wem, Shropshire. The Volvo was new to Howes at Middlesbrough and after two years moved on to Kings Coaches at Middlesbrough, before ending up at Redcar. The 290hp beast has certainly been well restored and has been at the show before and was part of the Volvo Owners Club here and was yet another Top Trumps card.

Over at the live stage Wheeler Dealers Mike Brewer announced he had signed with Ant Anstead to produce another 54 shows in the USA that's 27 a year, but we do miss Ed China, Mike!

However, it has also just been announced that former F1 McLaren mechanic Marc 'Elvis' Priestley will be joining Mike for the new UK based motoring series. In fact, this will be a new British format show where the team meet a client and find inventive ways to add value to their existing vehicle before flipping it for profit and reinvesting the proceeds in a series trade-up that results in



▲ Looking good the 1958 Austin 101 van of Morris Leslie who has a huge collection of vehicles based in Scotland.

a dream machine. The first episode due to be screened on Discovery 9pm on 6 January. As we said Ant Anstead will remain as Mike's mechanic for the US-based Wheeler Dealer shows who is now based in the USA with his new wife and young son.

There were others to enjoy on stage including from Salvage Hunters: Drew Pritchard and Paul Cowland, and the Goblin Works Garage team Jimmy De Ville, Helen Stanley and Ant Partridge who were about during the weekend. On Saturday they were joined by Junk and Disorderly star Henry Cole.

Over in Hall 3 was the very popular Lancaster Insurance Pride of Ownership competition that saw 20 diverse cars in the final, which is voted by punters at the show. This included Dale Coan's 1997 Daihatsu Hijet S120/130. This 'diddy' camper called Skylark has been fully restored by Dale and his wife Anne and has since journeyed all over the UK. It was in 1960 when the company introduced the Hijet with the L35/L36 which looked like a small Japanese

Simca pickup, not the cab over type we came to know in the late 60s. Sadly the Hijet was not to be the winner here.

I came across on the Standard Motor Club stand a Standard 10 6cwt pick-up of W Russell on the door panel. It had been shown at the NEC Restoration Show in the spring as a total rust heap in a yellow livery. A remarkable job of restoring had surely been done here on this relatively rare machine.

Something very interesting to see was the 1965 Rootes Farmobil prototype developed in the late 50s by Fahr in Germany. The manufacturing rights were sold to Greek company Farco of Thessaloniki. In 1963 Chrysler purchased this company and rebranded it as Chrysler Halia SAI. All Farmobil's and were rebadged Chrysler but still powered by a BMW air-cooled engine.

In 1965, Rootes then part owned by Chrysler imported two Farmobil's and were fitted with the Coventry-Climax developed Imp water-cooled engine and underwent a thorough test programme, but as expected



▲ The Morris J-type Register stand was just excellent as seen here.



▲ Our correspondent has done many, many miles in a firm's Bedford HA van which in the late 70s the wings cost £17 to buy! But it was always difficult to get the brakes to pull up straight.

they overheated hence the radiator on the nose of the vehicle. It was road registered in 21 January 1966 as a Hillman Imp pick-up! The vehicle was sold to a friend of the Rootes family and used in Devon on farm from 1966-86. The Farmobil was re-restored in 1991 and it was something I had never seen before and most interesting.

Looking around the Silverstone Auctions lots on the Friday before the two-day sale saw

a number of Land Rovers were offered. The 1950 Land Rover Series One was all original and sold at £27,000. As for the 1949 restored example that went on to sell for a very good but not unexpected £42,500 and lastly the 1976 Series III 109in breakdown all together and seen at Goodwood in March changed hands at just £8,438.

Show maestro Lee Masters said: "The organisers were delighted to have welcomed so many enthusiasts and those in the industry to the show this year, especially in the current climate. Huge thanks as always to the motoring clubs who all put on tremendous displays, all our partners and exhibitors, and our amazing guests who brought the house down on the Live Stage."

The dates of the 2020 Lancaster Insurance Classic Motor Show, with Discovery, will take place slightly later next year on 13-15 November. For more information including when tickets go on sale, visit www.necclassicismotorshow.com.

I cannot wait for the NEC Restoration Show next 27-29 March which gets better each year. ♦

► Wow! The Morris Minor caravan was certainly something else and popular with the many punters.



▲ Seen on the Morris-Commercial stand was the lovely early Morris FG a type of vehicle that our correspondent serviced during his apprenticeship in the 60s.



▲ Very controversial was the squashed 1998 MGF that was crushed by a Hellcat tank on a classic vehicle insurers stand at the show.



▲ Looking stunning on the Volvo Enthusiasts Club was the 1975 Volvo F88 of Carl Evans from Wem, Shropshire.



▲ Passing the garage heading north-west, a great transport name from the past, Oliver Hart, on this rare LAD-cabbed Albion 'Special Super Reiver', later called a 'Cameronian' – not the similar-looking 'Power Plus' Leyland Octopus – bulk tipper, KTB 118C (Lancashire, 1965), probably back to its base at Coppull, Lancashire having delivered a load of coal in Yorkshire.

LORRIES IN THE NORTH

Mike Forbes previews the latest issue in the *Vintage Roadscene Archive* series, a look back at the vehicles working on the roads in the North of England during the 1960s, plus a selection of more recent shots from the 1980s-90s recalling liveries of the past in colour.

We are lucky enough to have been given the opportunity to make use of the collection of pictures which lorry enthusiast Andrew Burton has taken over the years since the 1960s, to put together this issue of the *Vintage Roadscene Archive* series. The photographs include a large number of black and white shots, which he took in Settle from the mid-1960s onwards, as well as an equally generous selection of pictures in colour, taken during more recent decades. They all show a range of interesting commercial vehicles, going about their daily business, transporting goods across the North of England.

In his younger days, Andrew worked at a garage and 'National' filling station during the mid-1960s. This was situated

on the A65, when the main road still went right through the middle of Settle, North Yorkshire, before the town was by-passed in the 1980s.

The A65 remains an important route, running to the North-west from the Leeds and Bradford area of West Yorkshire, through Ilkley, Skipton, Settle and Ingleton, now in North Yorkshire, through the Yorkshire Dales, to Kirby Lonsdale, towards Kendal and the M6 through Cumbria. The old main road through Settle is now called the B6480.

In the 1960s, Settle was in the West Riding, and the A65 connected Yorkshire with Cumberland and Westmorland, as well as North Lancashire and Scotland, via the A6. Then, as now, the A65 offered an alternative route between the North and South as well as connecting the East

VINTAGE ROADSCENE ARCHIVE

LORRIES IN THE NORTH SETTLE IN THE SIXTIES



Lorries passing through the North Yorkshire town in the mid-1960s
Plus colour shots of transport in the area 20-40 years ago



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and West across the uplands of the North of England.

Between customers filling up with National, by then part of the Shellmex & BP group of fuel suppliers, Andrew found the



▲ Taking a rest in the car park in Settle was this Albion Clydesdale of Harrison & Page, based in Bradford, which specialised in transporting textiles between Yorkshire and Scotland, 9778 TF (Lancashire, 1963), fitted with the typical bodywork used by Yorkshire carriers, a platform body, with an over-cab extension, ideal for carrying large bales of cloth, loaded by crane from above in the mill towns.

time to take photographs of many of the lorries passing the forecourt. There were a lot of coal lorries among them, working between the mines and the domestic and industrial consumers of the fuel, as well as vehicles connected with the local quarries, so a lot of them were tippers, plus there were those carrying textiles between the

mills of West Yorkshire and other areas.

In those days, before the motorway network provided the quickest, if not the most direct routes, roads like the A65 were busy with longer distance transport making their way as directly as possible to their destinations. The signwriting on the vehicles showed a lot of the well-known company

names which we all remember, from both the immediate area served by the road, as well as from further afield, so we see lorries from the South of England and Scotland, interspersed with those from Yorkshire, Lancashire, Cumberland and Westmorland.

It must be remembered that these were mostly pictures of passing vehicles, probably



▲ Many Scottish lorries passed through Settle, using the A65 as an alternative route south, like this ERF four-wheeled platform lorry, TUS 79 (Glasgow, late 1957), of John Smillie of Glasgow, with a sheeted load.



▲ On its way through Settle, past the garage on the A65 into Yorkshire from its Keswick base, was this LAD-cabbed Albion Chieftain with a livestock body, 485 LAO (Cumberland, 1963), No. 2 in the fleet of Hinds of Borrowdale.

hastily snapped in many cases, to capture the moment and record the lorries using the road.. It also has to be said that some of the pictures were taken in the often less than ideal weather conditions which prevail in this area, so they are not necessarily 'top quality', but they show a fascinating cross-section of the types of heavy lorries in use during the mid-1960s, and definitely capture the atmosphere of the transport scene before maximum weights increased, with large artics taking care of most long-distance haulage.

A surprising number of the lorries seen in the pictures were quite new when they were photographed, many dating from around 1965. No doubt, Andrew was concentrating on the latest vehicles he was seeing which, of course, have now become classics, bringing back memories of that time.

The later colour pictures in the second section of this publication, with a few exceptions, were taken in a much wider variety of locations around the North of England. They show typical vehicles of the 1970s to 1990s – already between 20 and 50 years ago – most of which will have now been consigned to history, in much the same way as the earlier lorries shown in black and white. They also show the swing towards larger articulated vehicles, not to mention the move to lorries built on the Continent.

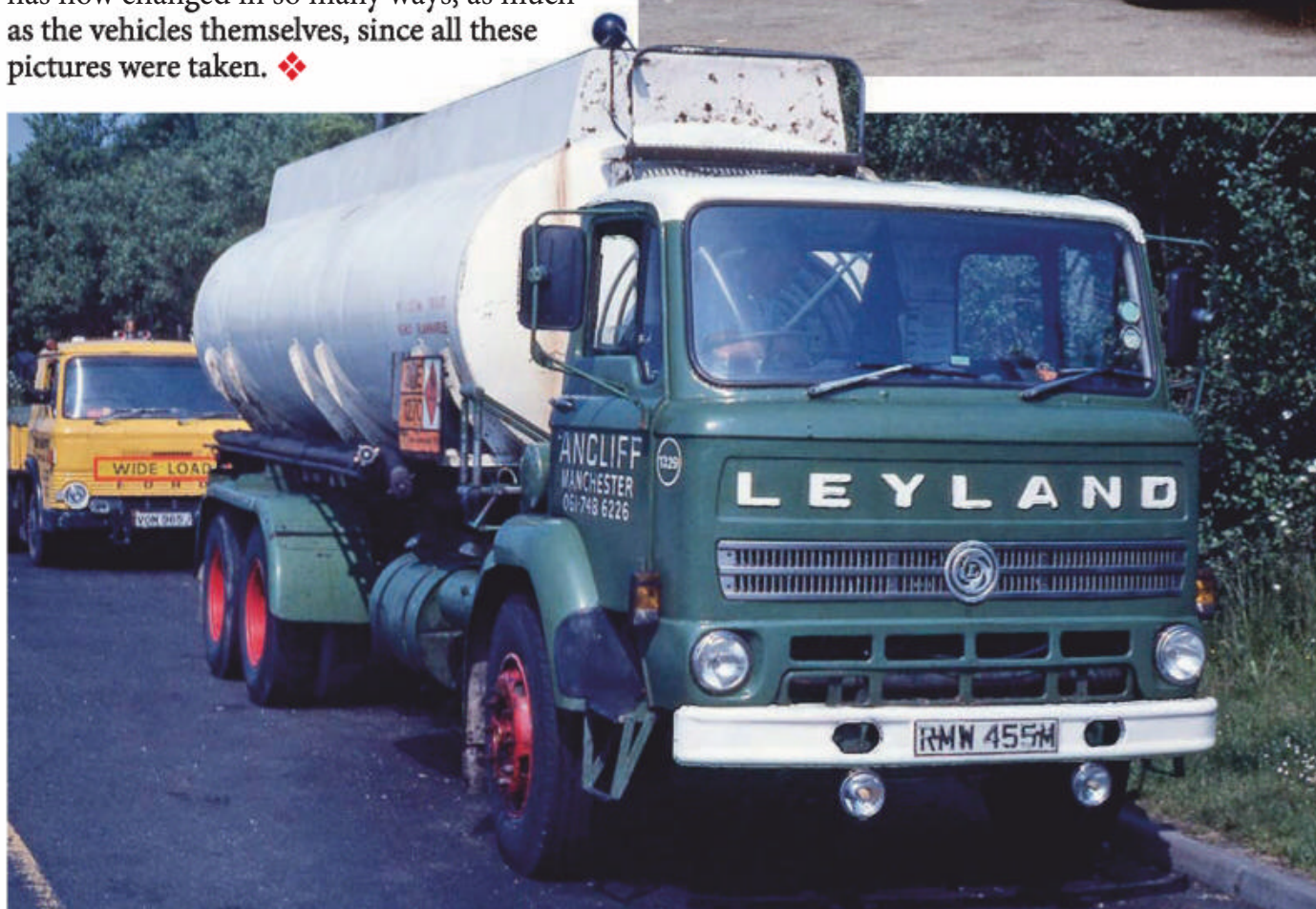
It is something of a treat to see all these vehicles in their working clothes, as it were, which contrasts with the perhaps overly smart condition in which we are accustomed to seeing them at rallies, not that we should complain about that, as these days this is usually the only way we see many of the types and models shown here. In Lorries in the North, you can enjoy the nostalgic feelings which come from looking at all these pictures of vehicles which we once took for granted, working between centres of industry in the north of the country, a scene which has now changed in so many ways, as much as the vehicles themselves, since all these pictures were taken. ♦



▲ A One Transport of Leeds was a very well-known name on the roads for many years. Here in a lorry park, we see its Volvo F88, HUM 749N (Leeds, 1974), with a tandem-axle platform trailer, with a well-roped and sheeted load, a classic maximum weight artic of its day. There are plenty more vehicles like this, including examples from the 1980s and '90s to round off this look at lorries in the North of England.



▲ A number of operators remained faithful to UK-built lorries, like C & G Brewster of Forfar, whose ERF EC14 6x2 tractor unit, K138 HSA, is seen here with a tandem-axle 'Tautliner' trailer. There are plenty more vehicles like this in Lorries in the North, the latest volume in the Vintage Roadscene Archive series.



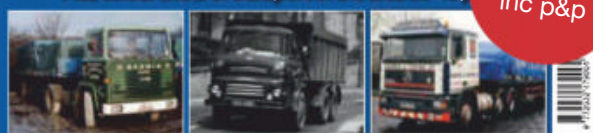
◀ Not only are we looking at lorries in the North, but also well-known names of the past, like Ancliff of Manchester, part of Bulwark United Transport (there's a clue in the registration number), on this Leyland-badged Reiver six-wheeled petroleum spirit tanker, with the ex-BMC 'Pilot' cab, RMW 455M (Wiltshire, early 1974).

VINTAGE ROADSCENE ARCHIVE

LORRIES IN THE NORTH SETTLE IN THE SIXTIES



Lorries passing through the North Yorkshire town in the 1960s. Plus colour shots of transport in the area 20-40 years ago.



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LORRIES IN THE NORTH

A LOOK BACK AT THE VEHICLES WORKING ON THE
ROADS IN THE NORTH OF ENGLAND DURING THE 1960S

This publication features a look back at commercial vehicles working on the roads of the North of England during the mid-1960s, using nearly 200 of an enthusiast's photographs, showing them making their way through the town of Settle on the A65, then and now an important cross-country and alternative north-south route. In addition there are another 100 or so colour pictures of lorries from the 1970s to the 1990s, offering memories of many well-known operators and their vehicles.

Please note: 'Vintage Roadscene Archive' is a continuation of the previous 'Road Haulage Archive' series and this is the 27th title published so far. You can buy individual copies at WH Smith and other high street retailers, order singles copies, including back issues, from the publisher, or take out a subscription and save 25% on the shop price.

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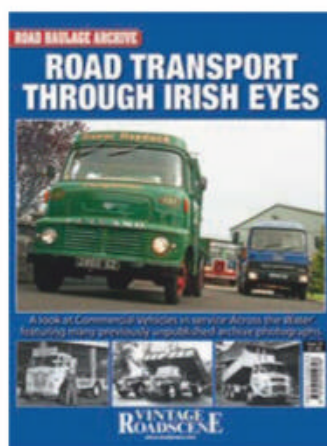
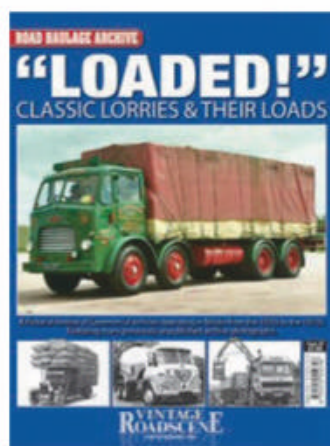
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DAVIS BROS LEYLAND HIPPOS

I can solve the questions you raised in your article – Part 3 - on the Leyland Hippos in Davis Bros livery.

There are 2 vehicles, one owned by Mr John Rowell Registered JAS 737 and the other owned by myself. My own Hippo was saved and restored by Peter Davies (no relation) and the late Peter Riley; Peter Davies offered me the Hippo when he decided that the time had come to move her on and I gratefully bought the motor which is kept very much in 'In Service' condition – well maintained but with little by the way of polish being applied. I understand from Peter Davies that when both Hippos were being restored there was a conversation between Peter & John Rowell regarding fleet numbers but there must have been a

“misunderstanding” leading to a duplication.

My motor is registered as YSJ 897 but is a recreation of a Davis Bros Hippo TLH 846; it is run as registered but sometimes at shows the TLH 846 plates are put on; I am sure that from time to time we have forgotten to remove the show plates – honest officer!

The family firm of Davis Bros (Haulage) Limited ran quite a few Hippos bought at the MoD sales at Ruddington, to improve the top speed and fuel consumption the booster boxes were turned round giving a highly illegal top speed, the limit at the time was 20mph but in high booster the maximum is easily double that figure. With the limited torque output of the Leyland 7.4 litre engine hill climbing must have meant a

lot of changing down the box! With classic Leyland heavy steering the Hippo is quite a heavy motor to drive, I dread to think how they must have been with perhaps 15 tons -or maybe a bit more! – on their back.

A number of these Hippos were upgraded by Leyland at Chorley and the old Borehamwood Depots of Leyland Motors by replacing the 7.4 litre engine with the then cutting edge 0.600 power unit and replacing the old WW II cab with a 24 series Organ Mouth cab. In this form they did sterling service for many years.

Waiting in the wings I have an ex-RAF 19H to restore into Davis Bros livery. As my late father explained many years ago when he bought some - “there aren't any steep hills on airfields, they haven't carried a lot of weight and they haven't done a lot of mileage.” Watch this space!

Parry Davis, via email

HALL & CO ALBION

I have just bought my latest *Heritage Commercials* magazine and I always look forward to it. The story and restoration, of the Albion tipper on page 6 was great.

My late dad and my late brother worked for Hall & Co Ltd, so the Albion is of special interest. I would like to point out a couple things. The original alloy drop side body, was also 'Duramin', and the RMC takeover of Hall's, was in fact 1968 not 1972. I have added an image of another Hall & Co Albion but of a bulk tipper, for coal and coke – WBY 960 fleet number 2599 – new in March 1960, and disposed of in May 1967. The photo is from the old 'strata magazine, given to Hall's employees, the photo taken at Kew bridge north, fuel depot. The photo taken September 1966, I hope this is of interest.

Alan Biggs, Enfield.



HAULAGE HISTORY

As a long time subscriber to the magazine can I take this opportunity to complement you and the whole team on an excellent, professional and interesting publication. I look forward with anticipation to the arrival of every new issue. I note as more and more years progress that the industry is losing a lot of the UK's haulage legends due to bereavements. While in most cases a loyal family continues the business there is an awful lot of lost memories and history gone.

As a 60 something now retired

driver I would appreciate your thoughts on if possible doing a monthly article on the history and biography of the many, remaining family owned haulage companies throughout England, Scotland, Wales and Ireland. In the hope that the new information and photos of their respective fleets may be published for this generation to see and understand the family histories involved in this proud and unappreciated industry. Within a 20-mile radius of my home in Lancashire I could probably name 20 to 30 companies past and present and I am sure the same applies throughout the country. The list of potential articles would be endless and should keep your magazine going for months to come. As well as being a recognition of all the companies and a tribute to their efforts in building

the country. I am also a member of the American Truck Historical Society and they do similar historic interviews of their members and print them in the bi-monthly mag and are very popular with readers. Maybe this will transfer across the pond and be enjoyed by readers here. I look forward to your thoughts. All the best for 2020.

Brian Armer, via email

I totally agree Brian, we need to have and retain in print, as much history on our haulage contractors as possible. My request to drivers past and present for my new 'Behind the wheel' feature would go some way towards this request. Ed

THANK YOU TO BOB FARNON TYRES LTD

Vintage Lorry Funerals would like to thank Bob Farnon Tyres in Knutsford for putting the 1950 Leyland Beaver undercover the night before a funeral.

Having undertaken over 400 funerals, experience has shown that tyres fitters are ideal locations to park the Beaver in because normally these facilities are mainly empty overnight, unlike a commercial garage where cars are kept undercover for security reasons.

However, when David Hall rang Bob Farnon Tyres he made two mistakes. Firstly, he asked to speak to Bob only to find out that Bob had died in January 2012 and his widow Beryl now runs the business, assisted by her son John. The second assumption that was wrong, although he didn't know it at the time, was that Bob Farnon Tyres is mainly a tyre fitting company.

Beryl spoke with her team and said that they would give it a go and David was pleased, however, given the size of the building and the height of the door he could not understand her slight caution.

David rang Beryl the day before he was

due to leave and when David said that he planned to arrive an hour before they closed, Beryl expressed her concerns about where David would park the Leyland Beaver as car parking was a huge problem on the Longridge Trading Estate.

When David arrived he parked as near as he could to Bob Farnon Tyres and when he walked into the facility the penny finally dropped. Despite its name, Bob Farnon Tyres is a commercial garage undertaking a whole spectrum of services ranging from regular maintenance and MoTs through to air conditioning servicing, in addition to fitting tyres.

So it wasn't David's reversing skills that were tested at 17.30 hours putting the Leyland Beaver between car lifts, it was the skill of the mechanics that was displayed as three cars were squeezed into the small gap alongside the lorry. Luckily one mechanic was working late and this



enabled David to wash the Beaver so that it was ready for the funeral.

In the morning, Chris Mason came in early to ensure that David could leave at 08.00 hours, however getting out of the trading estate wasn't easy due to parked cars and David is indebted to Chris for guiding him past the end of the metal fence as he swung around to miss the cars.

Words and photo: David Hall

CAUGHT IN TRANSIT

I snapped this at this year's Heavy Equipment Model Show (HEMS) which was held on 20th October at Turf Moor, the home of Burnley F.C. Most people who know Paddy John probably associate him with Bedford trucks of which he keeps more than one working example for his Groundworks business. However, for this event he had chosen to come in this classic Ford Transit van.

Chris Newton



OBITUARY

Michael Brain was taken at the very young age of 32 following a tragic cycling accident back in October.

Mikey, as he was known, was loved by all; whether as husband, grandson, uncle, nephew, brother, son or daddy to his three wonderful children. They are aged ten, seven and four.

Mikey, was very much an outdoor man with a passion for motorcycles and trucks, and when he was a boy, he'd travel all over with his uncle in his lorry.

In leaving his body for organ donation, Michael has helped to extend the lives of no less than four people, who I am sure would like to send their sincere condolences to Mikey's family.

As white was one of Mikey's favourite colours, this was chosen as the colour for his coffin.

Not wishing any family to have to cope with the unnecessary loss of a loved one, a loss they are finding it difficult to cope with, Mikey's family made this appeal to other road users – please be aware of the danger to cyclists on the road, they are vulnerable, so take care.

He will be very sadly missed by family and friends.

The family would like to take this opportunity to thank the funeral directors Ron and Mel Watkins and also Geoff and Sian at Foden lorry funerals.

Words (the family).



Mikey is taken on his final journey by the Foden.

BREWERY DRAYS

I read with interest Mark Gredzinski's article on brewery drays. Having been responsible for distribution at Mitchells & Butlers Brewery during the early eighties, I would like to add further comment to his captions depicting Bass group vehicles. Bass & Co traded nationally throughout the UK in a rather autocratic style that impacted on their profitability. M&B conversely was an extremely wealthy company operating in a dense trading

area in the West Midlands with ambitions to become national. There were obvious benefits to both companies by merging and, in real terms, M&B acquired Bass & Co to form Bass Mitchells & Butlers Ltd. who subsequently went on to acquire Charringtons United Breweries to form Bass Charrington, the trading name eventually being shortened to Bass plc. The group's tied and free trade businesses were managed nationally through regional operating companies, for example, Mitchells and Butlers in the west midlands, Bass Worthington in the east midlands,

Charringtons in the south east, to name but a few.

The caption showing the Mitchells & Butlers Leyland Cruiser is further referred to in February's publication of *Heritage Commercials*. These vehicles at 24 tons gross replaced Bedford urban artics operating at 16 tons gross which were quite simply not up to the job. Three-man crews were necessary to handle the sheer volume of beer delivered, most of which was in 54 gallon hogsheads.

M J Wainwright, via email

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MERCURY



1963, £7,500. New to universal stores, 470 engine, 6 speed box, cab in tidy order, body has side doors on one side, two compartments, runs and drives and stops very well and has done many shows. Please call 07879 210001, West Yorkshire.

11342

ALBION

ML55



1935, £15,000. Fully restored in 1999, driven London to Glasgow, very reliable on road runs, Gardener 4LW, diesel fitted, over drive box, very good tyres and excellent truck to use or show. Please call 07801 843239, Chester.

11927

ATKINSON

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1969, £9,500. Very rare model completely restored high spec working perfectly 1st class condition. Please call 07738 624109.

11222

BEDFORD

MK



1980, £6,995. Bedford MK 4WD with Atlas crane and rear hydraulic winch, new type and cab fitted and tyres like new. Please call 01534 852258, Jersey.

11632

O TYPE



1949, £3,750. Tipper for restoration. Much work already carried out. Most parts here to complete winter Project. Too many other projects. Please call 07796 383375, Devon.

11210

O TYPE



1952, £9,500. Tanker in excellent condition, ready to rally. Completely restored. Please call 07796 383375, Devon.

11209

O TYPE



1949, £11,000. Excellent condition with thousands spent on extensive restoration, with receipts. Ready to rally, once sign written. Please call 07796 383375, Devon.

11211

RL



1956, £6,750 ono. RYX378 is reluctantly for sale. Ex-AFS glider club tug, used seasonally and dry stored for the past 25 years, and now newly professionally refurbished and in exceptional condition. Excellent chassis and cab, 300 petrol engine with rebuilt carburettor, new fuel pump, regulator, full new braking system, actuators and linings, hub bearings, seals, bushes, exhaust, and much more Please call 07971 964193.

11534

TK KGTC60



1967, 80,000 miles, £2,500. Bedford tipping reg KUG 939E tipping gear and engine 381 Bedford. Please call 07933 484286, Northumberland.

11868

TL



1983, £5,500. Hiab 650 double push and a nice 15ft recovery body, very clean tidy cab 5 speed gearbox and we fixed a Perkins engine run and drive perfect. Please call 07383 995422, West London.

11369

COMMER

KARRIER



1970, POA. Perkins engine, 4256, original truck, new tyres all round, good runner, cab driven on car license and V5 current. Please call 07977 109048, Lancashire.

11351

KARRIER BANTAM



1978, £3,750 Ono. 5.5 ton tipper, Perkins diesel engine, dry stored for many years, larger 20 inch wheels, new to Saltash council. Good engine and running gear, cab needs attention, comes with spares, dry stored for many years. Please call 01458 860135, Somerset.

11063

DAF

2700 TIPPER



1991, 80,000 miles, £50,000 +VAT. Full nut and bolt restoration, brand new aluminium welded body (never held a load) and too much to list. One of a kind. Please call 07500 578734, Croydon.

10471

DODGE

613



1983, £5,000 Ono. MoT till October 2020, new tacho, good condition, work or play and beaver tail. Please call 01388 718302, Durham.

11775

WATER TENDER



1943, POA. Reg 18 October 1943 by West Morland county FB, based in Windermere, 3600cc, side valve six, ash frame, ply panels, aluminium, skin all rebuilt and a good runner. Please call 07578 742570, Durham. 11910

ERF

ERF



£3,500. Road ranger 9 speed gearbox, 26 foot long bed, hydraulic winch, Olympic bed and hydraulic winch, Olympic cab and good tyres all round. Please call 01793 740379, Wiltshire. 11523

ERF



1962, £9,750. Excellent condition fully restored and drives perfectly finished to high spec. Please call 07738 624109. 11224

LV



1971, POA. 4 x 2 flatbed, Gardner 180 engine, 6 speed David Brown gear box, 2 speed rear axle, power steering and full restoration 2015 Please call 07979 366526, South Glos. 11337

FODEN

4AL 6/32



£5,500 Ovno. Leyland engine 680 power plus engine. Manufactured with a 50ton, 12-speed winch. Starts first time. Please call 07974 858973, Essex. 10357

ALPHA 3000



2000, 826,000 kms, £5,000. Running Cat 380 engine, 12 months MOT, down rated for show/personal use, Eminox stack, self lube, 4 over 4 with splitter, full air kit, any further questions please call. Please call 07756 692380, County Durham. 10706

ALPHA MKI



1998, 104,000 miles, £4,000. New clutch, brakes, MoT January, alloy wheels, auto lube, 8 excellent tyres, spots, visor, upright stack, sump guard, rear cab window, wet kit and alloy tank. Please call 07836 270562, Derbyshire. 10801

DG 5-7 1/2



1938, £13,000. Rebuilt 12 years ago with new ash frame, cab, hardwood platform body. Gardner 5LW engine and 5 speed gearbox. Please call 07710 256489, Bicester. 10701

FG



1950, £16,500 ONO. Gardner 4LW engine rebuilt in 2010 with a Foden 4 speed gear box. Rebuilt sections of cab and ash lined internally. Re-tyred with radials (still have tubed wheels), renovated and repainted the outer cover of the tank, full history from first registration on the 28th April 1950. Please call 07831 730561, North Wales. 10109

FORD

THAMES TRADER



£6,250. 3 ton drop side 4D partly restored, chassis has been refurbished and painted, body has been rebuilt and painted, cab has been restored and painted and many new parts have been used but needs re-assembly. Please email hawkltd@talk21.com. 11538

THAMES TRADER



1959, £12,500. Artic comes with 20ft taskers vacuum brakes trailer. Good all round condition and drives well. Please call 07930 191334. 11582

GUY

INVINCIBLE



1957, £20,000. Draw bar model with Crane trailer, Gardner 6LW engine, David Brown 5 speed gearbox with booster 1-1.5 (50 mph), airbrakes, Willenhall cab and total rebuild 15 years ago. Please call 078367 78777, North Yorkshire. 10957

ISUZU

NKR 77 DI



2002, 14,319 miles, £450. Chassis cab, low mileage, very good cab, interior, engine and gearbox, failed MoT, brakes and steering box. Spares or repair. Please call 07713 457897, Cornwall.
10218

IVECO

75E15



1996, £1,200 Ono. For parts or restoration, dry stored since 2012, 6 cyl engine, with or without body. Please call 07825 013196, South Lanarkshire.
12112

LEYLAND

BEAVER 12.B/1



1952, 64,000 miles, £8,000. X ray vehicle built, restored 2014 by pyatts. Many jobs done since, strong 0600 engine, drives very well and ready to show. Well looked after and kept inside. Please call 07967 489526.
11881

LEYLAND DAF 45-130



1986, £1,600. Tipper, a good little work horse on the button engine, brakes and all work, etc. Please call 07801 442626, Cheshire.
11110

REDLINE FIRE TANKER



1976, 34,000 Miles, £3,500. Southampton registered, complete with 2000 gallon water pump and hoses. Ideal restoration project, runs and drives and needs clutch. Please call 0035387 9686655, Ireland.
11349

MAN

16240



1978, €20,000. Day cab one or two remains. New clutch plate just fitted and 12 speed 2F box drives perfectly past featured in HC Kan 2009 issue No 229. Please call 0035387 2594032, Ireland.
11959

MERCEDES

814



1994, £3,600. Beaver tail, sleeper cab, 6 cyl, MoT June 2020 and includes some extra bits. Please call 07769 708651, Norfolk.
11646

RENAULT

210 MANAGER



£6,000 ONO. Good runner, 18 tonne gross tipper with tidy aluminium body. Cab needs a little attention. MoT June. Please call 077104 045564, Derbyshire
10779

ROTINOFF

ATLANTIC GR7



1956, 10,000 miles, £POA. The oldest surviving of this model of only three world wide. Rolls-Royce supercharged engine, synchro gearbox, power steering and many other spares. Please call 07931 377297, North Yorkshire.
11260

SEDDON

16-4-470



1965, £POA. Fitted with AEC engine and 6 speed gearbox, with a 23 foot body. Has had a recent professional repaint with easily removed vinyl lettering. In excellent condition throughout. Please call 07484 824036, West Yorkshire.
11073

SCAMMELL

HANDYMAN



1970, £9,000. Tested until Feb 2020 to shed space. Very good condition and ready to show. Please call 07774 005667, Lincolnshire.
12144

MOUNTAINEER



15,000 miles, £POA. Heavy duty winch, Leyland 680 engine and ready to rally. Please call 01293 871561 or 07860 657854, West Sussex.
11415

SCANIA

143 STREAMLINE



1995, £35,000. Recently refurbished, Very good interior, Excellent example of a classic 3 series, MOT until October 2020. Reluctant Sale. No Time wasters. Topline, 420 6x2 Mid-lift. Please call 07767 600044, North Wales. 11765

LB81



1980, POA. Breaking for spares, engine, gearbox and back axle all present and good. Cab completely rotten but all glass and many ancillary items present. Please call 07778 048770, Lincolnshire. 11364

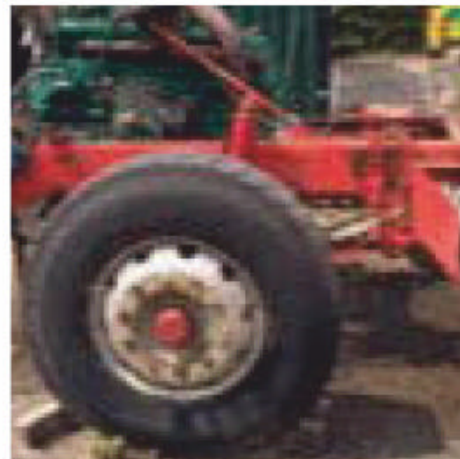
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F88



1978, POA. 290 engine, 16 speed gearbox, totally original and solid cab, new tyres and 12 months MoT. Excellent condition inside and out. Please call 07738 123593, Wolverhampton. 10143

F89 CHASSIS ENGINE



£2,750. F89 chassis engine can be heard running gearbox and a hub reduction axle. Please call 07774 415032, Gloucestershire. 11368

FH12



1995, £4,950. CD 4x2 N reg, all CD cab equipment, PTO tipping equipment, 12 speed manual transmission, no MOT and needs restoring but all there. Please call 07970 737294, Somerset. 10291

FL6 17TON



1997, £4,750. MoT till May 2020, beavertail, 24ft body and hydraulic ramps. Please call 01327 261491 or 07860 929706, Northampton. 10508

FL10



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FM7 TRAILER

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1983, £35,000 ONO. Very rare right hand drive totally rebuilt, cat engine, road ranger gearbox, original back axle, plated 31 tons, new tyres, new MoT and show ready for work. Please call 01252 400445, Surrey. 11645

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PARTS

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FODEN S108/4000 SERIES

1987, POA. Large quantity of Foden parts. Refurbished and second hand, available, owner/driver retired. To be sold as one lot. Please call 07791 876124, West Yorkshire. 11631

LEYLAND 600 DIESEL ENGINE



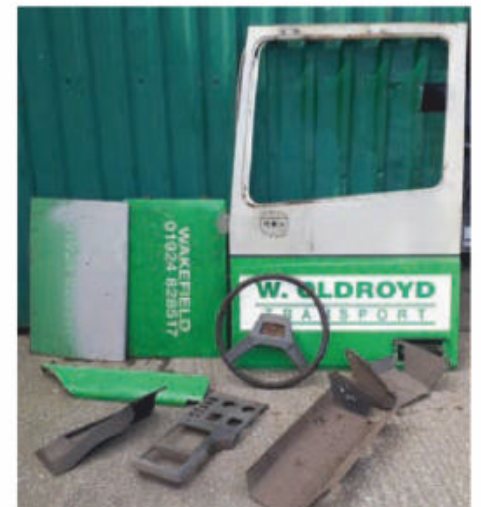
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12086

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12068

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12080

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£450. Leyland 400 engine from sprinkler factory system and very few hours. Please call 01706 229845, Lancashire.
12087

VOLVO PARTS



£500. 12 wheel brace sets in holders, 3 tail lift connections and plugs, 3 AIV susies, 16 chrome step rings 10 stud, 2 yellow beacons, 4 Scania handbooks plus more and all new never used. Please call 07966 456794, Stoke on Trent.
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11855

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11683

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11258

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11652

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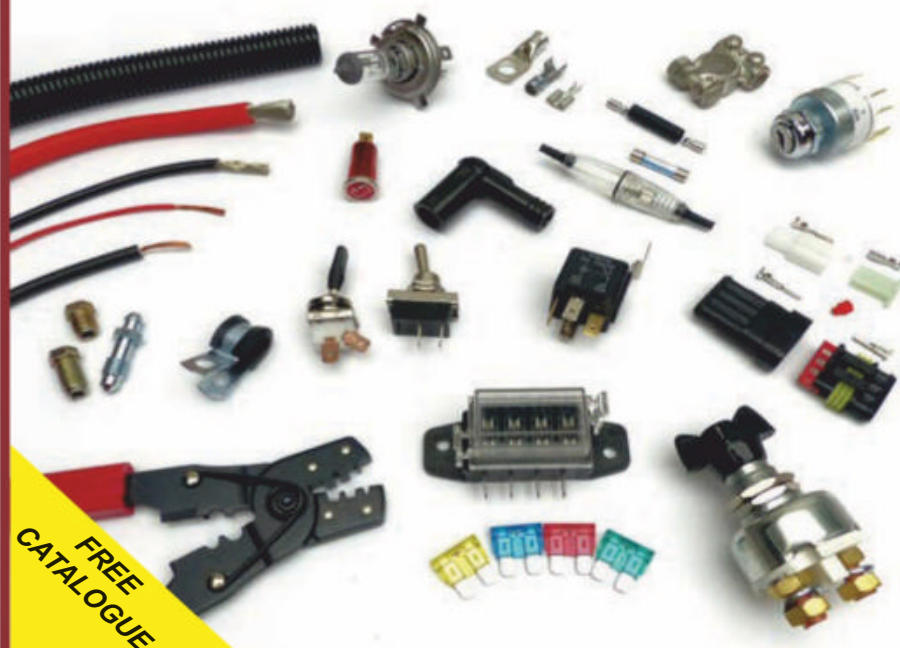
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www.powertrackbrakes.co.uk

EVENTS

Why not join the UK's premier historic commercial vehicle club?
Supporting the vehicle preservation movement since 1958



HISTORIC COMMERCIAL VEHICLE SOCIETY

Take a look at our website www.hcvs.co.uk

Membership gives an
opportunity to take part in
HCVS organised events
throughout the country.
The Society's first event of
the 2020 Season is
**59th London to Brighton
Run**
SUNDAY 3rd MAY 2020
(avoiding the Bank Holiday
weekend)

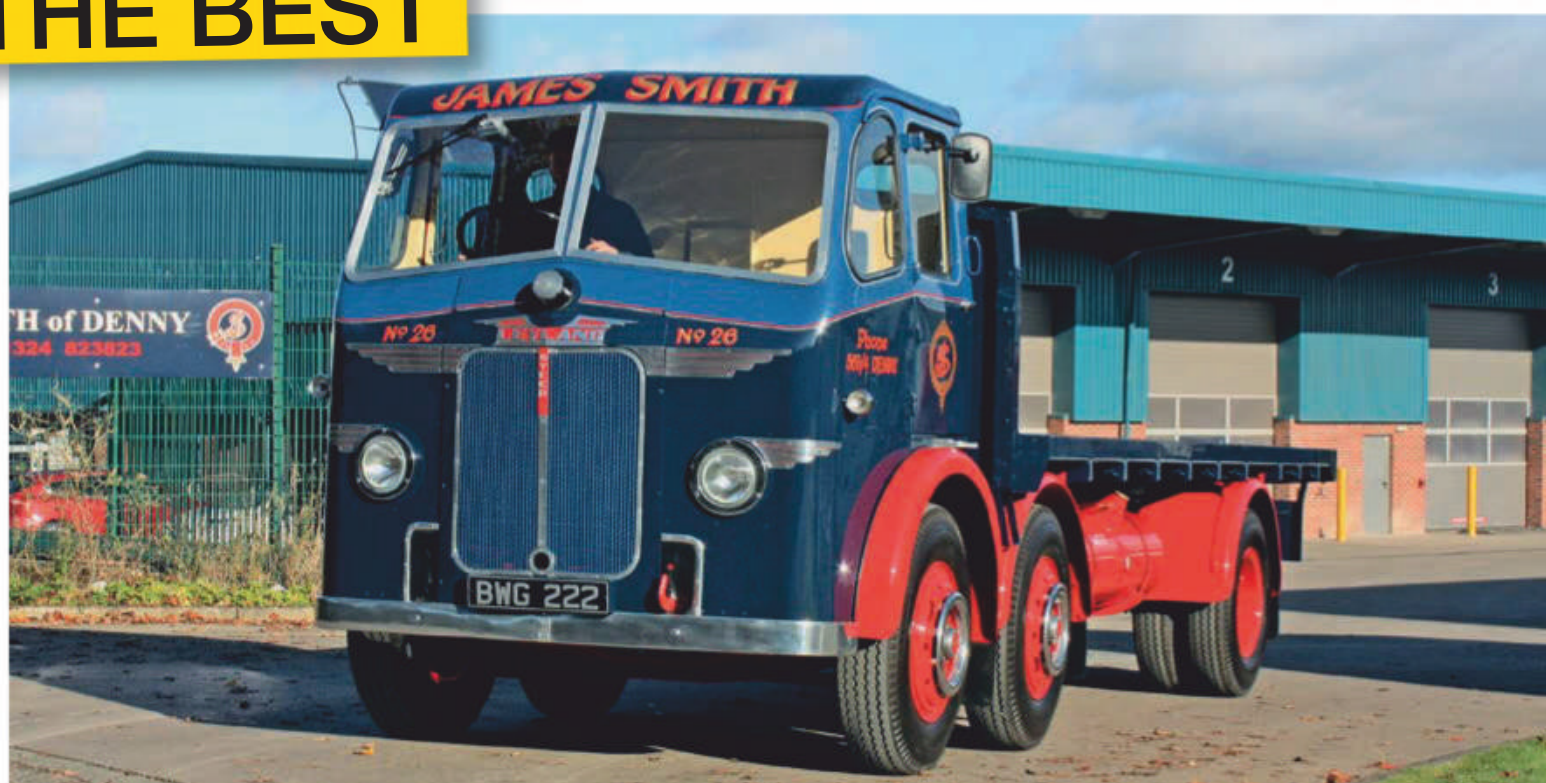


Our members' vehicle insurance scheme is one of the best and vehicle recovery
for all sizes of vehicle is included at no extra cost.

Interested in joining? Contact our friendly Membership Secretary Diane Taylor on
Tele No. 01342 894564 or e-mail: info@hcvs.co.uk

SIX OF THE BEST

How would you record reaching 100 years in road transport? For the Denny (Falkirk) based concern of James Smith, this milestone was celebrated with a fastidious restoration of their most cherished load carrier – the 1948 Leyland Steer BWG 222. Bob Tuck reckons it drives as good as it looks.



FRUGAL FLEETER

The DAF F2500 was in essence the little brother of the famous DAF 2800 tractor which put the Dutch truck manufacturer on the map in the 1970s. Much time has elapsed since the 2500 tractors were a common sight on the road, so it was time to look at the smaller engined sibling at work, says Mark Gredzinski.



THE SCOTSTOUN'S BLACK MARIA



JGD 426 is one of the most celebrated Albion lorries in Scotland and is currently on the look-out for a new owner. Bob Weir went to Morris Leslie Classic Auctions at Errol to meet auction manager Keith Murray and hear the latest news about this classic vehicle.

WILLMOTTS TRANSPORT (WELLS) LTD



It is something special these days for a haulage company to celebrate 100 years in the business and Willmotts Transport from Somerset is one such company to be able to recently make such a proud boast. As Michael Marshall found out.

SPRING TRACTOR WORLD SHOW

& CLASSIC COMMERCIAL SHOW

Three Counties Showground,
Malvern, Worcestershire, WR13 6NW

22nd & 23rd
February 2020

Admission:

Sat 9am-5pm, Sun 9am - 3pm
Adult £10.50 (advance) £12.50 at show
Weekend adult £15 (advance)
£20.00 at show
Weekend camping inc 2 adults from £55
Accompanied children 15 & under free
Dogs on leads welcome

SATURDAY

H.J. Pugh & Co.

Saturday from 10am
Large Vintage Auction sale
Over 100 Tractors & 1500 plus
lots at Pugh's Big Spring Sale
call 01531 631122 www.hjpugh.com

SUNDAY

Drive in Day of Classic Trucks in
addition to the classic commercials on
display for both days.

Discounted Tickets
BUY ONLINE
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SPRING 2020 SHOW

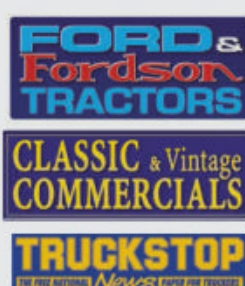


3 X EXHIBITION HALLS & SHOWGROUND

SHOW FEATURES BOTH DAYS

- Veteran, Vintage, Classic and New farm tractors
- Historic farm machinery and agricultural heritage displays
- Regional and National Club display stands
- Classic Commercials, Land Rovers, miniature Steamers, model and diorama displays.
- Vintage Horticultural and garden equipment & Stationary engines
- The UK's largest trade gathering of specialist vintage spares and parts companies plus model and toys, tools, work wear, books, giftware & literature

Our Sponsors



N Gauge

Oxford Diecast - Public Service vehicles



NCOR3004 Ford Cortina MkIII Devon & Cornwall Police NEW .£4

Commercial vehicles



NSHL01TK Scania Highline Tanker BP .£13

HO Gauge (1:87 Scale)

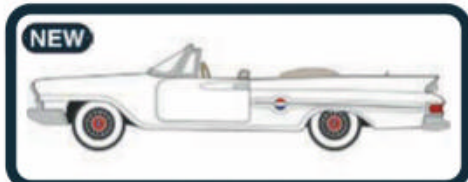
Cararama - Farming and construction

185002 Volvo FH12 With EC210 Excavator NEW .£25.50
185003 Volvo FH12 With A40D Earth Mover NEW .£25.50



185004 Volvo FH12 With L180C Timber Mover NEW .£25.50
810002 Volvo EC210 Excavator NEW .£15.50
810003 Volvo A40D Earth Mover NEW .£15.50
810004 Volvo L180C Timber Mover NEW .£15.50

Oxford Diecast - Cars



87CC61003 Chrysler 300 Convertible 1961 Open Top Alaskan White NEW .£6
87DD69002 Dodge Charger Daytona 1969 Orange NEW .£6

OO Gauge (1:76 Scale)

Base Toys - Buses



B112A Bristol Lodekka LD5G Closed Platform 'Eastern Counties' - Route: Circular, Service, 239 (Circa 1954-1971) (RRP £21.99) BARGAIN .£17
B209A Bristol MW6G "Western National" - "Dartmouth" .£17

Corgi Collectables - Buses



OM46713B Wright Eclipse II - Transdev - "The Shuttle" 662 Bradford via Bingley .£33

EFE - Buses



30709 AEC Renown 'Red Rover' (RRP £19.95) BARGAIN .£9.50

Northcord Model Company - Buses



UK6511 ADL Enviro400 MMC - "Stagecoach West Scotland" .£51

Oxford Diecast - Buses



76IR6007 Irizar i6 Barnes Coaches NEW .£21.50



76LRT009 Leyland Royal Tiger Alexander Bluebird .£15.50
76SET38 Southdown Centenary Set Leyland Royal Tiger & Weymann Fanfare .£23



76WFL003 Weymann Fanfare (Leyland) Southdown NEW .£16

Cars



76ALV005 Alvis Speed Twenty Royal Blue NEW .£5
76FS005 Ford Sierra Sapphire Diamond White NEW .£5
76LRDS003 Land Rover Discovery Sport Fuji White NEW .£5.50
76RR3002 Range Rover 3rd Generation Alveston Red NEW .£5.50
76XK005 Jaguar XK Stratus Grey NEW .£5

Public Service vehicles



76DN001 Dennis RS Fire Engine London FB (London's Burning) .£13

Commercial vehicles



76ATKL004 Atkinson Cattle Truck - "J Haydon and Sons" .£13.50



76ATKL005 Atkinson Cattle Truck L Davies & Sons .£13.50



76CIT003CC Citroen H Van Coca Cola .£7



76EC003 ERF EC Flatbed Trailer - Pollock .£21
76FT3009 Ford Transit MK3 Gentian Blue NEW .£5.50



76LRL006 Land Rover - "Fred Dibnah - Steeplejack" .£5.50



76LW001 Living Wagon Maroon/Red .£10
76LW003 Living Wagon Tarmac .£11



76MB008 Mercedes Actros SSC Tipper Ronnie S Evans £23



76MH003 Mechanical horse flatbed trailer "GWR" .£9.50



76SDF004 Shelvoke & Drewry Freightlifter BRS .£12
76SHL01TK Scania Cab BP Tanker .£19
76T5V003CC VW T5 Van Coca Cola NEW .£5.50



76VOL4007 Volvo FH4 (G) Nooteboom Semi Low Loader Cadzow .£21.50

Farming and construction



763CX003 JCB 3CX Eco Backhoe Loader 70th Anniversary .£21



76LDL001 JCB 531 70 Loadall JCB .£18.50

Military ground vehicles



76BD024 Bedford OX Queen Mary Trailer RAF Blue .£15.50



76JCX002 JCB 3CX (1980s) Army .£18.50



76LAN2021 Land Rover Series II LWB Station Wagon Royal Navy Bomb Disposal NEW .£5



76SET65 Bloodhound Missile Set .£23

1:50 Scale

Corgi Collectables - Military ground vehicles



CC60112 Churchill MkIII - 6th Scots Guards Brigade 1943 .£45

O Gauge (1:43 Scale)

Cararama - Cars

413441 VW T1 Pick Up Orange NEW .£7.50
413445 VW T1 Pick Up White And Blue NEW .£7.50
415760 Mini Pick Up Yellow NEW .£7.50
416240 Austin Healey Metallic Blue NEW .£7.50

Corgi Collectables - Cars



CC99725 Mr Weasley's enchanted Ford Anglia - Harry Potter range .£26



VA12511 Ford Fiesta Mk1 1.1 "Sandpiper", Roman Bronze & Solar Gold (RRP £27.99) BARGAIN .£22



VA12611 Ford Escort Mk2 1.6 Harrier, Strato Silver (RRP £27.99) BARGAIN .£21
VA13005 MGB Roadster V8, Don Hayter's car, Brooklands Green .£27

Oxford Diecast - Buses



43WFA001 Weymann Fanfare - South Wales - 25 Years of Oxford Diecast .£37.50
43WFL001 Weymann Fanfare Southdown Motor Services .£37.50

Cars



43RSC003 Rolls Royce Silver Cloud I Smoke Green NEW .£21

Commercial vehicles



43CF001 Bedford CF Ice Crean Van/Morrison - "Mr Whippy" .£14.50

Military ground vehicles



43LRL007 Land Rover Lightweight Canvas RAF Police .£14.50
43LRL008 Land Rover Lightweight Gulf War .£14.50